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The
Saga

of
Re-opening...

**TRANS-CANADA
HIGHWAY**

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Yellowhead Route

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OBJECTIVES

To convince the people of Canada and,
especially the Dominion Government,

1. That a modern trans-Canada highway over routes leading to and through the Yellowhead Pass is an immediate national necessity;
2. That federal aid should be given to the construction and maintenance of this highway, and;
3. That this undertaking should be launched at once as a practical, paying investment, rather than held in abeyance to serve as an unemployment relief project in the future.

All the funds and all the efforts of this Association are devoted directly to these objectives. The Association is a non-profit organization and its members are all voluntary workers.

First Printing 6,000—January, 1948

Second Printing 5,000—June, 1948

TRANS-CANADA HIGHWAY SYSTEM
ASSOCIATION
(YELLOWHEAD ROUTE)

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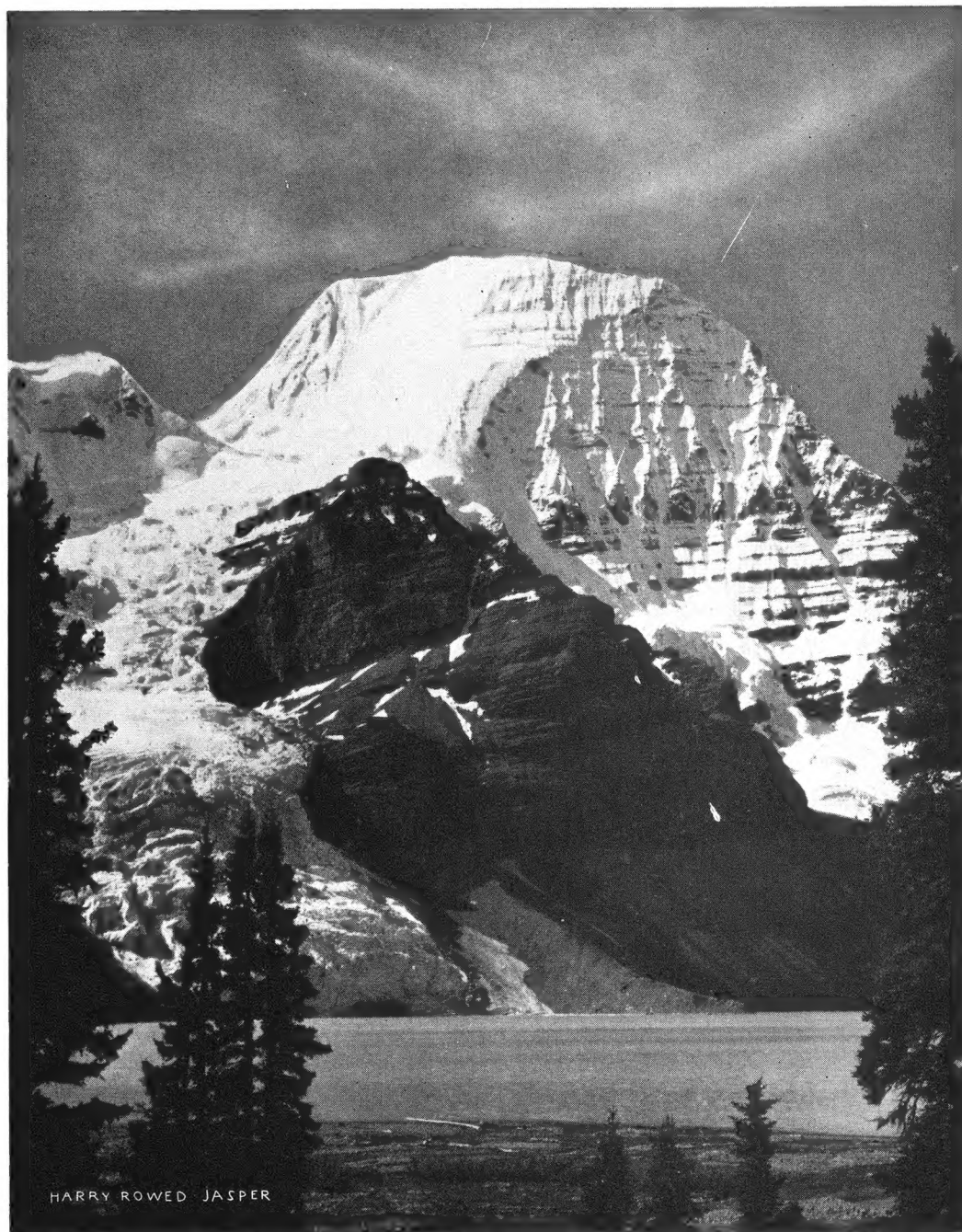
The Saga of the Re-opening

of the

TRANS-CANADA HIGHWAY

Yellowhead Route

Edmonton
June, 1948



Mount Robson the Resplendent, Canada's highest and most moody mountain, stands like a fabulous, ice-canopied nomad tabernacle combing the snowy clouds 12,792 feet above sea level. It is the crowning glory of a thousand unspoiled natural scenic splendors that await the mingled awe and admiration of the multitudes who would seek renewed health and recreation by way of the Yellowhead Route. Here it is viewed from Berg Lake.

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This Will Appeal to You

Canada's lack of a trans-Canada highway has been termed a national disgrace. The crying need for a trans-Canada highway system is becoming rapidly more urgent as valuable time slips by. A solid body of public opinion in support of necessary governmental action by the federal and provincial governments is an immediate necessity. In an effort to stimulate such public opinion and to assist the various governments in every possible way to initiate the construction of a trans-Canada highway system, The Trans-Canada Highway System Association (Yellowhead Route) was organized in the spring of 1947. This booklet deals with what has been accomplished and is being planned.

Although this Association favors, and intends to press for, the construction of a trans-Canada highway through the Yellowhead Pass first, its purpose is also to induce the various governments to formulate an over-all highway policy to be administered by a highway commission similar to that which functions in the United States. After that has been accomplished, competent engineers should determine which of the three routes through the Rocky Mountains should be developed first.

The section of this booklet "Pictures Tell the Story" illustrates effectively that no engineering problems, comparable to those on the other routes, exist on the Yellowhead Route. It does, however, illustrate vividly how local enterprise and effort on the part of citizens in McBride, Valemount and Blue River, having convinced the British Columbia Government that financial assistance was warranted, went to work with machinery obtained locally and cleared away the slides which had blocked the Blue River section.

The section of the Yellowhead Route from Jasper to Blue River on the south and to McBride on the west, was surveyed by federal crews, the right-of-way was cut and a preliminary road was built by Japanese labor during the war. In view of the fact that so little is actually known about this section of the Yellowhead Route, it is given considerable attention in this booklet for the enlightenment of the public in general but more especially for citizens of vision who require the facts as they unite their efforts to supply a national need—a trans-Canada highway system which will accommodate Canadian commercial as well as tourist traffic and which may be maintained in operation throughout the year.

The Association asks you to read this material carefully in order that you, too, may exert your efforts and your influence in the achievement of this great Canadian purpose.

PLEASE NOTE: THIS BOOKLET IS NOT INTENDED
PRIMARILY TO PROMOTE TOURIST TRAVEL. FOR
EXPLANATION PLEASE SEE PAGE 27.

Pictures Tell the Story

The section of the Yellowhead Route from Jasper south to Kamloops and west to McBride is the "unknown country" on the Trans-Canada Highway System.

Virtually mile by mile, this section of the Yellowhead Route is shown here in pictures which reveal that practically no engineering problems exist and there are no lengthy detours. The route traverses wild mountain ranges and verdant valleys of indescribable beauty. It directly connects prairie and coastal areas of densest population or those most likely to expand. It links four national and five provincial parks. When completed it can be maintained economically throughout all seasons of the year to provide additional necessary transportation facilities to tide water for the rapidly developing oil and other resources of Canada's vast interior region.

The YELLOWHEAD ROUTE has all the essentials for a TRANS-CANADA HIGHWAY SYSTEM.



The sign said, "at their own risk," but we didn't believe in signs as we headed our jeep westward at Jasper for a pictorial survey of the Yellowhead Route. (Aug. 6, 1947).



Following a railway grade for several miles, the road, in excellent condition, led through "cuts" and over "fills" into vistas of mountain magnificence as clear as crystal in the crisp morning air.

Page Four

6

GEIKIE

5

4

WYND

3

2

Legend Numbers Indicate Location of Photos

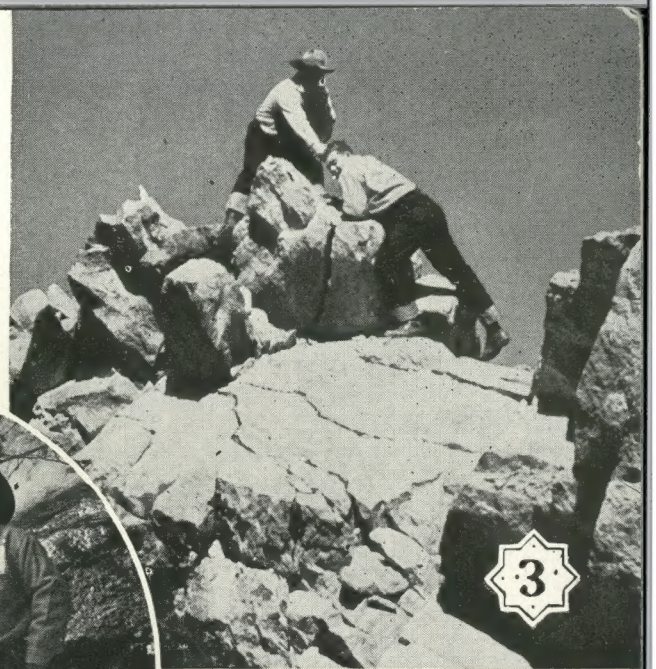
Precipitous cliffs rose to right and left. We scrambled to the top of one for a better look at the untamed wilderness beyond . . .

and paused for a moment while Reg. Easton, and Edd Neighbor (The Hat), explored a beautiful waterfall and looked back toward the verdant valley of the mighty Athabaska.

This solid bridge of heavy timbers spanned the rushing waters of the Miette River and the road soon narrowed to a trail as we . . .

negotiated a shale rock slide which had strewn large slabs of slate across the railway grade.

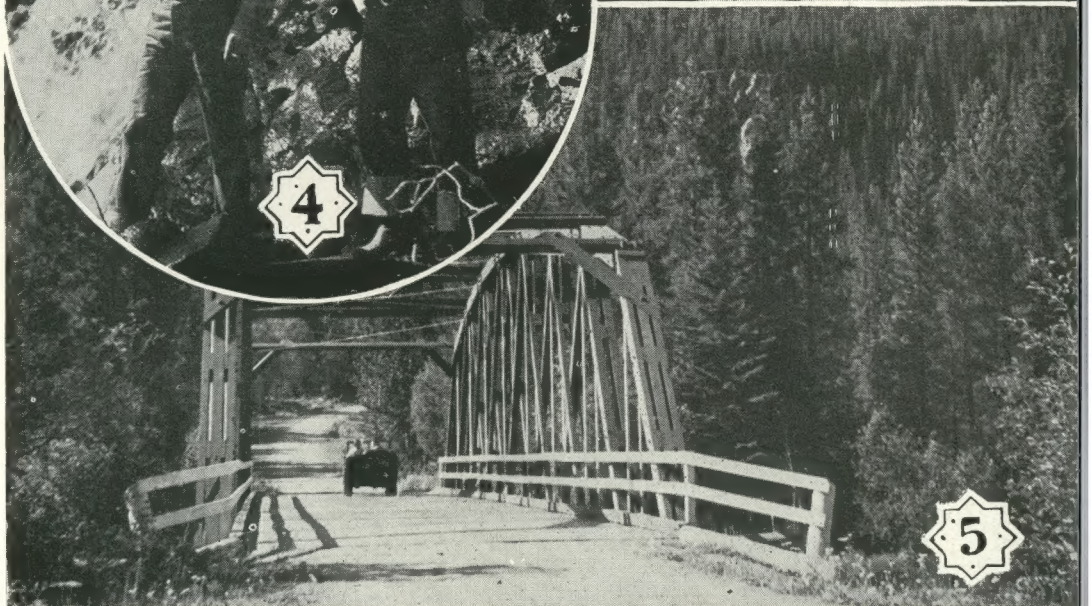
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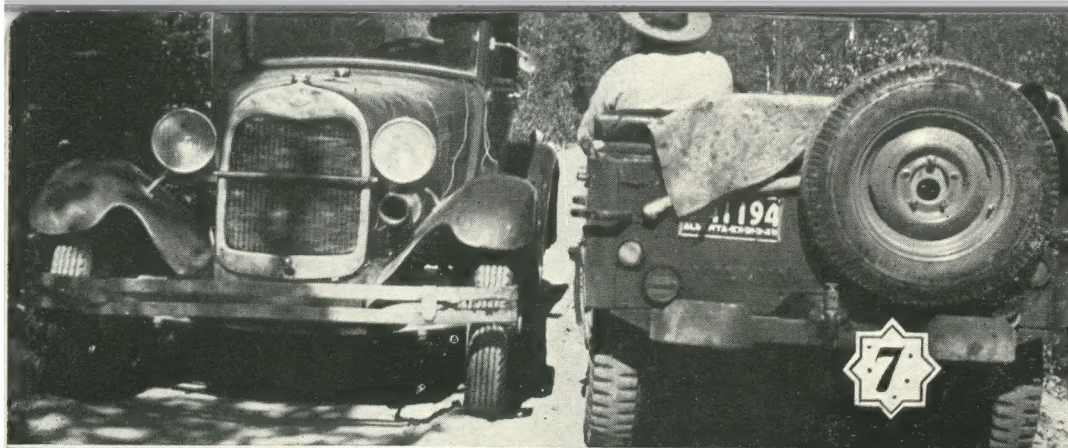
6

JASPER

TO EDMONTON →

1





"Bad place to meet a fire engine going east," said Reg. and at that very moment, we rounded a bend to meet the inevitable Ford. We passed with an inch or so to spare.



Rough log culverts now served as bridges . . .



over little streams that coursed along between big rocks . . .



which formed the road bed for several miles.

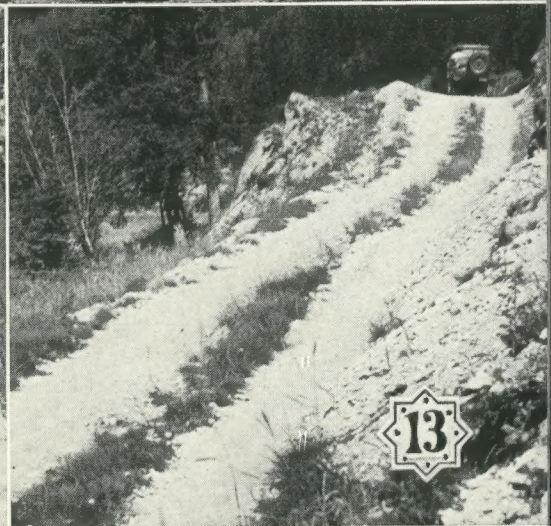
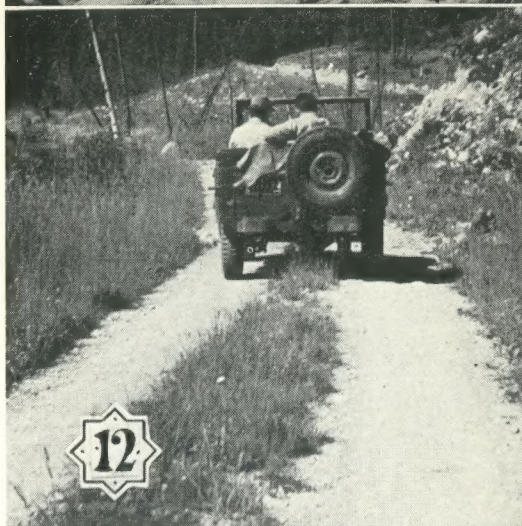
Page Six



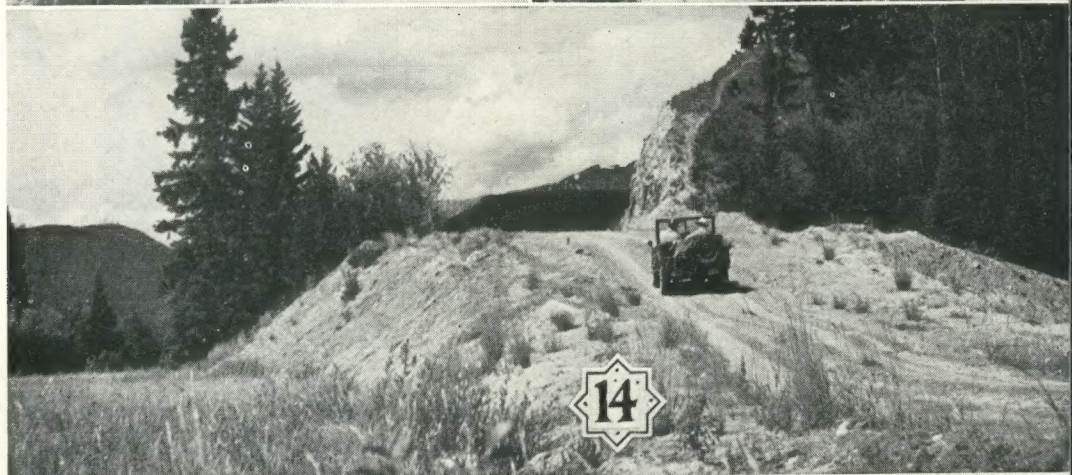
Another rock slide had nearly covered the railway grade, but, a short distance beyond, the trail . . .



wound round sharp corners . . .



and over rocky hummocks . . .

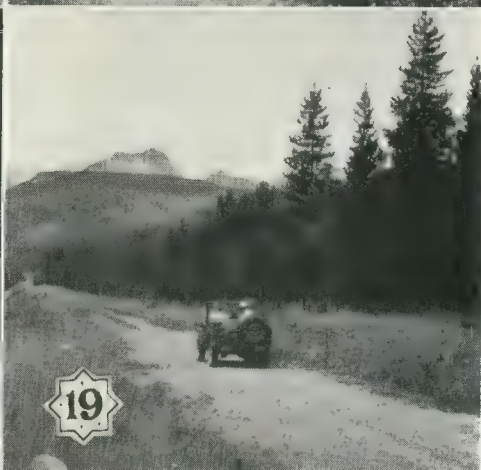


until it rose out of a grassy meadow . . .



to follow the level railway grade again . . .

Page Seven



almost as straight as a
string . . .

over an excellent bed of fine
crushed gravel . . .

around long gentle curves . . .

through pleasant park
lands . . .

where all engineering prob-
lems had been solved years
ago . . .

by men who built a railway
over the "easiest route" to the
Pacific.

Their railway bridges had dis-
appeared but other frame
structures crossed the rivers,
and, after traversing them, the
road swung back to the rail-
way grade again.

At one of these crossings, Reg used an old pier as a fishing platform . . .

until an adventurous visitor from Oklahoma convinced him that the fish weren't biting that day.

Some of these temporary bridges were quite sturdy . . .

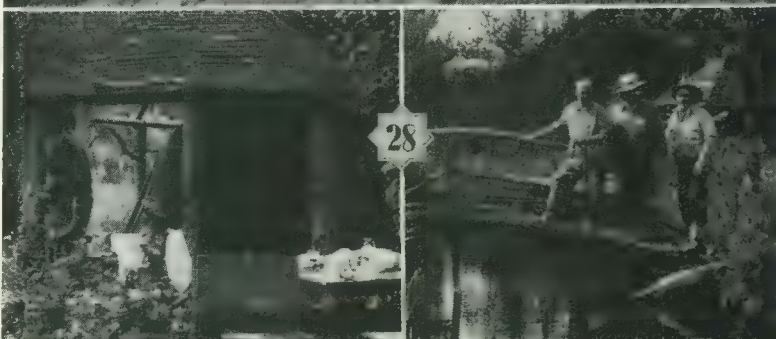
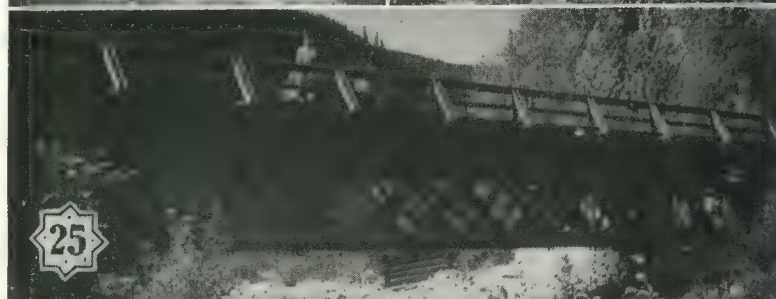
but others were crude log structures like this.

Yellowhead Summit (3,717 ft.) is the lowest railway pass on the Great Divide in Canada. Kicking Horse Pass is 5,337 feet at Stephen and Crowsnest Pass is 4,450 feet at Crowsnest.

Nearby, Oriental bridges and a tea house stand in a quaint setting upon the location of a former Japanese labor camp. A tourist had pitched his tent in the tea house.

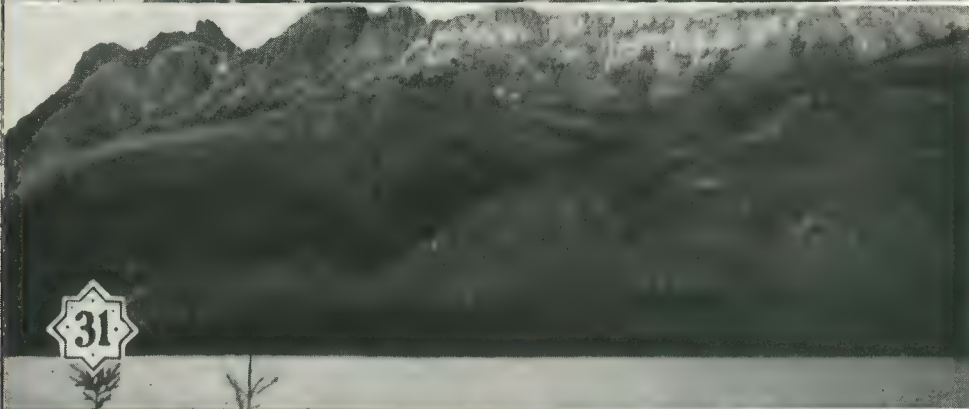
Beyond Yellowhead, the trail followed a gravelled embankment.

Page Nine





We stopped briefly to see the little cabin camp at Lake Lucerne . . .

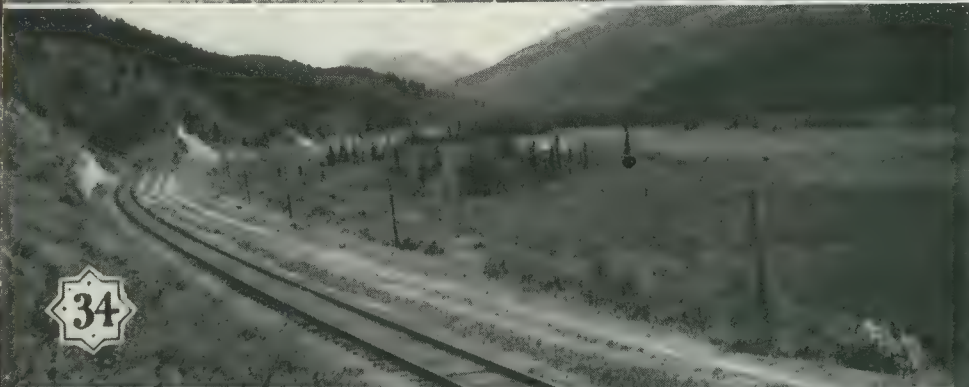


and to admire the lake itself with the towering crags of Yellowhead Mountain above the opposite shore.



Then we continued along the railway grade until we came to . . .

a broad valley which had once been spanned by a high railway bridge supported on these gigantic pillars which stood like relics of a previous civilization in the forest.



Shortly we came to a narrow strip beside a lake where the tracks and the trail shared the same bed. This scene looks eastward.



We crossed the tracks and proceeded westward beside the railway for some distance.

Shortly we came to Red Pass Junction a busy little railway village with a small hotel . . .

a well-stocked general store and . . .

a sign that bespoke the determination and enterprise of the people of Red Pass and McBride. Here the railway grade ended and . . .

we followed an old tote road that wound over hills . . .

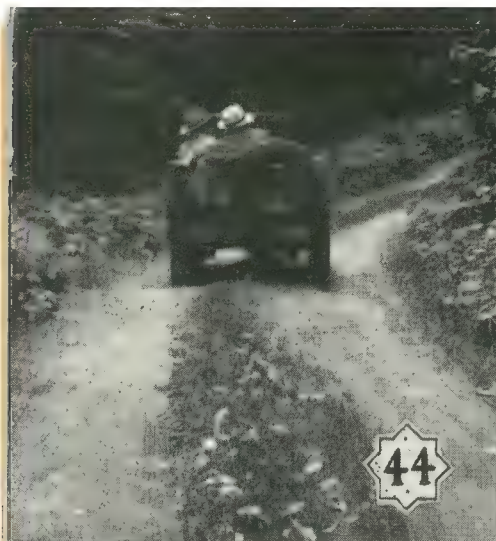
where berries grew in such abundance that we enjoyed some.

The road, even in this wild district, presented no construction problems. Indeed, it seemed like a natural route.

Suddenly but without any dangerous hills, it dropped into the valley of the Fraser River and thus . . .

we rolled into the broad meadows below massive Mount Robson.





We rolled on westward
through lush, ferny under-
growth and tall cedar groves
over a hilly trail . . .

that is used by modern cars
and busses between Robson
and McBride, until we turned
south at Tete Jaune . . .

where we encountered heavy
sand mixed with mica . . .

and patchy pieces where a
load of gravel here and there
had filled in mud holes . . .

and where a rickety bridge
creaked under our weight.

But the road was fair and
wide to Valemount near this
level crossing.

Beyond V a l e m o u n t, local crews, using their own machinery — brought from the logging camps for the purpose . . .

were clearing windfall and slides from the road . . .

which had been closed to traffic for two years.

This clearing work had been undertaken as a result of arrangements made at the Blue River meeting . . .

and it now stands as a tribute to private local enterprise . . .

which built a passable trail . . .

wide enough for cars and trucks to pass with ease.





Further progress by road was blocked so we went by train to Pyramid, and crossing the North Thompson River on an abandoned bridge, went northward toward Albreda . . .

over slides like these . . .



and heavy windfall which, however, could be no great obstacle to the bulldozers which were soon to clear them away.



In some places it seemed as if a whole mountain had toppled across the wide right-of-way which had been cleared by the Dominion Government using Japanese labor during the war.



Whole groves of spruce and pine had been carried down by some slides . . .

and stood fairly in the middle of the road.

Water, too, has wrought its havoc. The approach to this bridge had dropped about two feet . . .

and here a toppled embankment obliterated all trace of the previous highway.

A mountain brook tumbled down into the roadway and turned it into a creek.

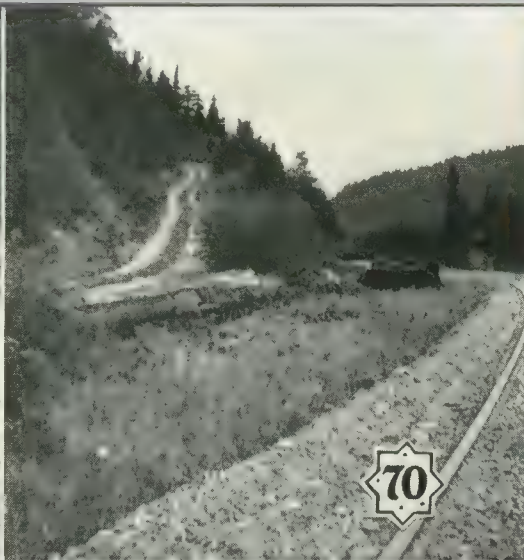
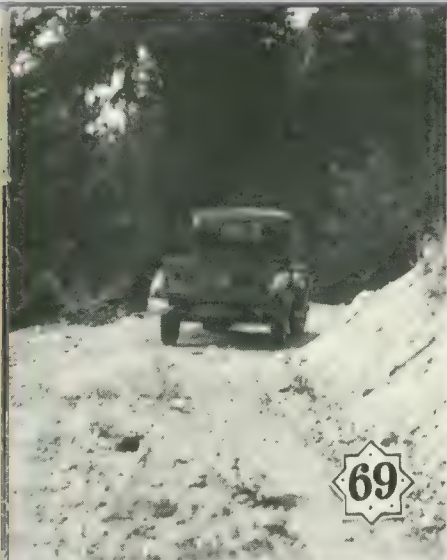
Culverts like this had been filled with alluvial earth . . .

and high wind storms had blown trees across the road between Blue River and Pyramid where, otherwise, it had remained open.

(All of these obstacles were cleared away by local repair crews which re-opened the road)

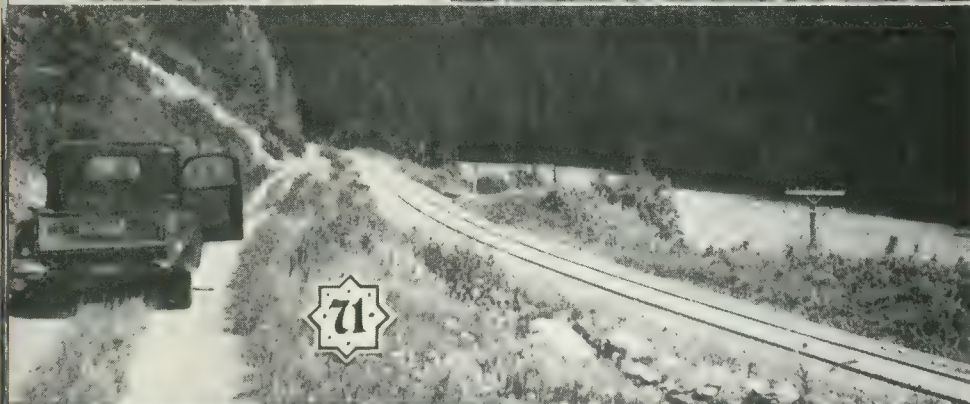
South of Blue River, the road, although narrow, was in daily use for haulage to little mills like this one at Angushorne.





It continued over a rocky
bed . . .

and over hills, following the
general route of the railway
line . . .



sometimes right along the
track . . .



or detouring along the benches
of the . . .



North Thompson River to
Avola.

West of Tete Jaune, a better
stretch led westward . . .

through dense forests to
McBride.

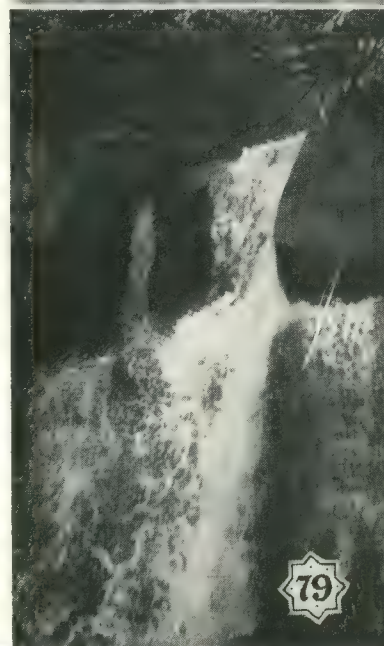
Numerous interesting trails
led away from the main road.
This one, no doubt, will be a
scenic drive someday . . .

to places like Beaver Falls
where the fishing is good
and . . .

where we found the salmon
jumping the rapids.

We came to Lower Rainbow
Falls after a short hike from
the trail where we parked our
truck . . .

and scrambled up a steep path
to Upper Rainbow Falls
which tumbles from a high
cliff into a chasm, cool and
shady; another of the innum-
erable beauty spots which will
be made available to all Cana-
dians and their visiting guests
when the Yellowhead Route
ceases to be the "unknown
country."



Western Provinces State Road Demands at Saskatoon

Executives launch concerted effort to press for completion of Yellowhead Route



he populous areas of the prairie provinces demand that the Yellowhead Route of the Trans-Canada highway system be brought to modern standards immediately. This was the keynote of the annual general meeting of the Trans-Canada Highway System Association (Yellowhead Route) in Saskatoon on November 29, 1947. Representatives of every district along the route from Winnipeg to Kamloops and McBride inclusive were present and the attendance from Manitoba would have enlarged the meeting considerably had it not been for the convention of municipal districts in that province which required the presence of so many municipality officials.

The only point of contention rose out of the resolution asking for a Canadian Highway Commission and it proved fortunate that the opposing views were expressed. Chas. H. Grant, K.C., of Edmonton feared that an amendment to the British North America Act would be required with all its attendant delays; that a commission would become an effete figure-head; and that provincial departments of Public Works all of which are favorable to a Trans-Canada highway system could perform its function just as well. J. W. Ray Jones of Blue River, J. Ratcliffe of Kamloops and other delegates from British Columbia feared that, even were a commission appointed at once, delays would ensue through the intervention of red tape and buck passing.

Led by Jas. Christiansen, chairman of the highways committee of the Edmonton Chamber of Commerce, proponents of a highway commission fully appreciated Mr. Grant's learned advice and the fears of the British Columbia delegates but pointed out that the commission's function would be that of co-ordination rather than of jurisdiction. Mr. Christiansen did not care what the body was called. He emphasized that, at present, there is a missing link between federal and provincial governments on matters pertaining to inter-provincial highways. The existing set-up had been proven useless. Delegations to Ottawa on highway matters had been given cordial receptions, assurances that their presentations would be given due consideration and the matter ended there. "You will get nowhere unless you have a highway commission." Mr. Christiansen declared in moving the resolution which was quickly seconded by M. G. MacDonald of Saltcoats, Saskatchewan.

Other speakers mentioned the part which a commission could play in eliminating sectional politics. Mayor Ainlay explained that provincial governments would be placed in an awkward position if called upon to choose one route in preference to others. "A commission would remove the onus of such a decision from the shoulders of the provincial governments," he said as he added that the final decision should be made by competent engineers having in mind the economic and strategic aspects of the situation as well as the problems of construction and maintenance. He had so much faith in the superior advantages of the Yellowhead Route over all others that he had no fears about the decision as to which route would be chosen for completion first.

Mr. Grant interjected that the Dominion Government did not want a highway commission, "but they do want requests from the provinces for aid for designated routes."

Mr. E. T. Love reported a conversation which indicated that Ottawa would entertain suggestions for a highway commission and assured the meeting that, "There won't be any highway commission before there is unanimous agreement among the provinces and the Dominion Government." Put to a show of hands, the resolution requesting a highway commission was carried overwhelmingly with only four dissenting votes.

All the other resolutions went through sailing except one requesting that Mount Robson provincial park be incorporated into the National Parks system of Canada. This was tabled for a year when it was pointed out that the stumbling block to such a move lay in disagreement between the Dominion and British Columbia Governments over mining restrictions which pertain to all National Park areas. Since the matter had been a moot question for some twenty years, it was unlikely that any advantage could be gained by pressing it at this time despite the fact that were Mount Robson park taken into the National Park system, the federal government might be induced to extend its tourist roads from Jasper into the Robson area.

Actually, the discussions on the highway commission and Mount Robson Park, although reported at some length here by way of explanation, occupied but a few minutes of the five-hour session. The greater part of the time was spent not in debate but in a free and frank exchange of opinions about

The Dominion Government is the proper authority to provide the funds for these national highways. The provinces can build the feeders.—Vancouver Daily Province.

how to organize the Yellowhead Route efficiently, collect the necessary funds quickly, and employ them to the best possible advantage with the least loss of time. Aside from the president's address, which carried great weight in wisdom and originality of thought and which was warmly welcomed with hearty applause, routine business got short shift. The reports of the secretary-treasurer and the auditor which had been distributed previously, were adopted without reading.

Consideration of the proposed budget produced divergent views, not upon the amount, but upon methods of raising it. Local situations entered into the matter. Mayor Macpherson and Ald. W. G. Manning of Saskatoon explained that the allotment for that city might best be handled through the Board of Trade and Ald. Manning expressed the view that allotment of specific amounts to certain districts might force



A group of those who attended the annual general meeting in Saskatoon on November 29, 1947. From left to right: Back row (Fourth row)—O. C. Olson, Jasper; A. C. Emmett, Winnipeg; N. L. Simpson, Shoal Lake; R. L. St. John, Russell; R. G. Armstrong, Saskatoon; G. K. Ross, Lloydminster; A. C. Knight, Lloydminster; Jack McGibney, Lanigan; A. A. Brown, Theodore.

Third row—L. T. Kemple, McBride; Edd Neighbor, Jasper; W. K. Stanley, North Battleford; Chas. H. Grant, K.C., Edmonton; J. A. Christiansen, Edmonton; E. C. Sanderson, Russell; H. J. MacDonald, Yorkton; J. L. Thomas, Lanigan; E. J. H. Lanham, Lanigan; R. S. Manchee, Saskatoon.

Second row—S. S. Harrison, Blue River; L. G. Betz, Langenburgh; Alderman W. G. Manning, Saskatoon; J. Kuffa, Blue River; J. C. Matheson, Yorkton; M. G. MacDonald, Saltcoats; M. Gerla, Churchbridge; A. H. Cooper, Vermilion; J. W. Ray Jones, Blue River.

Front row, (First row)—M. Wasylw, Innisfree; K. G. Urquhart, Vermilion; A. W. Fraser, Vegreville; E. T. Love, Edmonton; Mayor H. D. Ainlay, Edmonton; Mayor A. W. Macpherson, Saskatoon; S. E. Lancefield, Saskatoon; Dan E. C. Campbell, Edmonton; Jack Ratcliffe, Kamloops.

some out of the organization. G. K. Ross of Lloydminster and W. K. Stanley of North Battleford sprang to their feet to declare that their allotments were not large enough. Mr. Ross said the Lloydminster amount should be doubled to \$200.00 and Mr. Stanley said North Battleford's should be increased to \$150.00. K. G. Urquhart of Vermilion, in the \$100-classification, said his district would raise that amount and he felt others would also do the same. However, the detail of raising the budget was left with the directors from each province.

Brevity of speeches was the highlight of the luncheon tendered by the Saskatoon Board of Trade. Three speakers, including Prof. M. Champlin, president of the board who had a message of welcome, took a total of less than seven minutes. They included Mayor Ainlay, and Mr. Jones, the latter of whom was asked for, and gave, a brief account of the actual re-opening of the road between Blue River and Valemount. Mr. Jones had special praise for L. T. Kemple of McBride and N. J. Lebens of Valemount in this connection.

During the evening, a large number of delegates re-assembled to view a motion picture in color taken by Mr. Kemple showing the operations of the work crews which re-opened the Blue River-Valemount section by clearing away the slides and windfall which had blocked the road for two seasons.

Officers and directors were elected as follows: His Worship Mayor H. D. Ainlay, Edmonton, president; His Worship Mayor Angus W. Macpherson, Saskatoon, vice-president; E. T. Love, Edmonton, secretary-treasurer. They, together with

Mr. O. C. Olson, Jasper, and Chas. H. Grant, K.C., Edmonton, who were elected by the directors, will comprise the executive.

Other directors elected were: British Columbia: Jack Ratcliffe, Kamloops; Dr. G. H. Worthington, Vancouver; J. W. Ray Jones, Blue River; L. T. Kemple, McBride, Alberta: K. G. Urquhart, Vermilion; A. W. Fraser, Vegreville; O. C. Olson, Jasper; Chas. H. Grant, K.C., Edmonton. Saskatchewan: Ald. W. G. Manning, Saskatoon; J. C. Matheson, Yorkton; W. K. Stanley, North Battleford; G. K. Ross, Lloydminster. Manitoba: the Manitoba committee of the Association will nominate four directors and inform the secretary-treasurer. In addition to those elected, the president will name one additional director from each province.

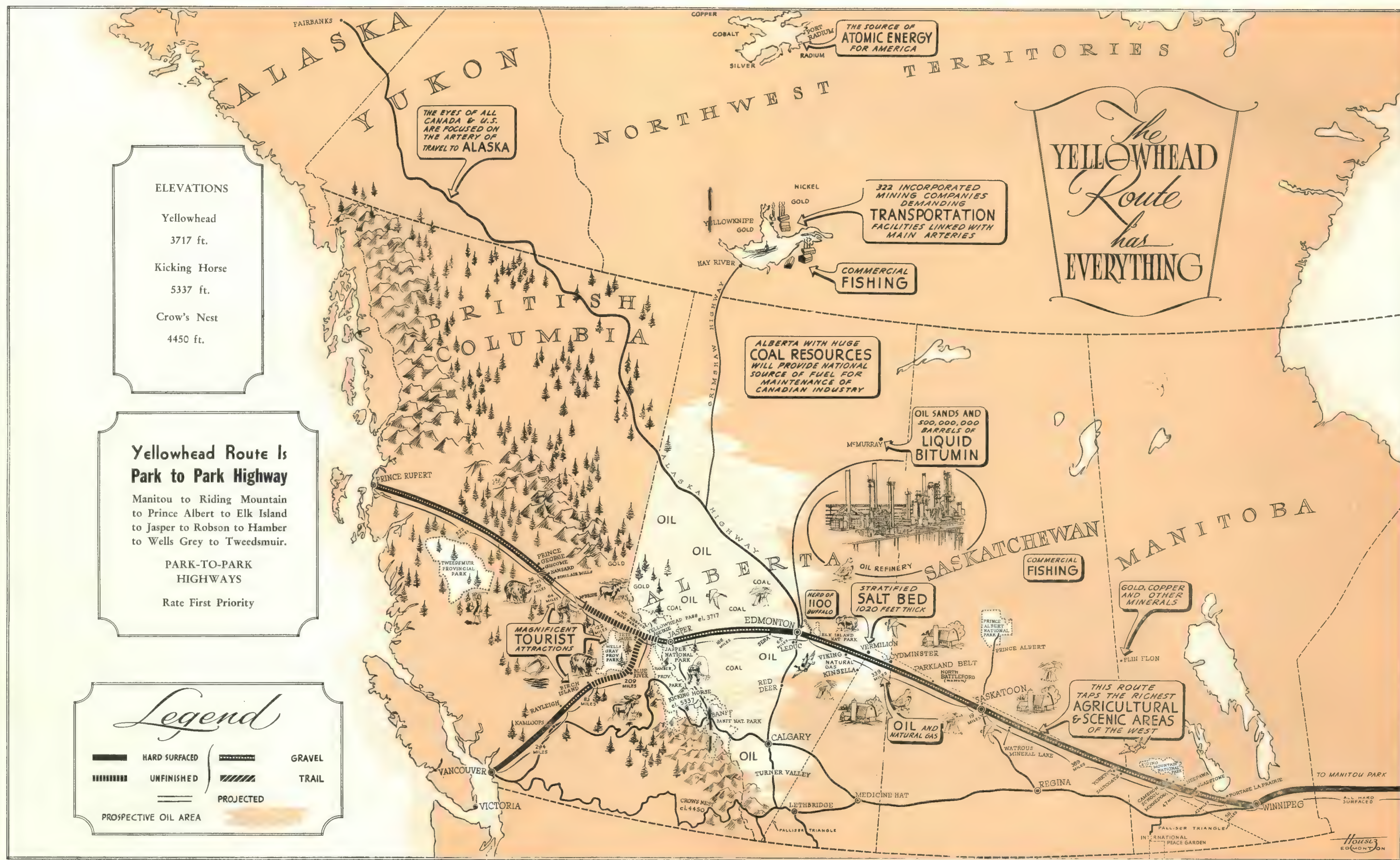
Registrations included:

Bert Fraser, Vegreville, Alberta, Vegreville Chamber of Commerce; A. H. Cooper, Vermilion, Alberta, Vermilion Board of Trade; K. G. Urquhart Vermilion, Alberta, Chairman, Eastern Alberta-Western Saskatchewan Committee of the Association; W. K. Stanley, North Battleford, Saskatchewan, North Battleford Board of Trade; N. L. Simpson, Shoal Lake, Manitoba, President, Shoal Lake Board of Trade; H. J. MacDonald, Yorkton, Saskatchewan, Chairman, Eastern Saskatchewan Committee of the Association; E. J. H. Lanham, Lanigan, Saskatchewan, Lanigan Board of Trade; Jack McGibney, Lanigan, Saskatchewan, President, Lanigan Board of Trade; J. L. Thomas, Lanigan, Saskatchewan, Lanigan Board of Trade; L. G. Betz, Langenburgh, Saskatchewan, Langenburgh Board of Trade; H. F. Popp, Langenburgh, Saskatchewan, Langenburgh Board of Trade.

E. C. Sanderson, Russell, Manitoba, Russell Board of Trade; M. Gerla, Churchbridge, Saskatchewan, Village and R.M. Churchbridge; R. L. St. John, Russell, Manitoba, Secretary,

Continued on Page Twenty-seven

Saltcoats, Saskatchewan, has a bathing beach that can accommodate 4,000 swimmers.



Action Launched, Purposes Clarified at Blue River

Local Groups at McBride, Valemount and Blue River undertake to clear blocked road. B.C. Government gives financial aid.



EXPRESSIONS of unanimous support for federal aid for the construction of certain highways, paving of the highway from the east gate of Jasper National Park to Jasper, and re-opening of the road between Blue River and Valemount, B.C., were the direct outcome of a meeting of 55 business and professional men and government officials representing Saskatchewan, Alberta and British Columbia communities who convened in Blue River on July 8th and 9th, 1947. The meeting had been organized by the Trans-Canada Highway System Association (Yellowhead Route) and came as a climax to organization activities carried out by this organization since early in March.

The meeting had been arranged through correspondence between Mr. E. T. Love, secretary-treasurer of the Association, Mr. J. Ratcliffe, president, and Geo. H. Greer, secretary of the Kamloops Board of Trade, Mr. Angus Horne and Mr. Ray Jones of the Blue River Board of Trade and others. This correspondence arose out of the popular demand voiced by city and town officials, Boards of Trade, Chambers of Commerce, government officials and others interested in the development of a trans-Canada highway system which would include a route through Yellowhead Pass.

Dinner Is Highlight

One hundred and fifty-five attended the dinner which had been prepared by a committee of ladies who had featured, as the head table decoration, a model of the North Thompson highway.

Welcoming the guests to the dinner, Mr. Angus Horne, president of the Blue River Board of Trade, remarked that Blue River was traditionally the half way house between Edmonton, Gateway to the North, and Vancouver, Gateway to the Pacific. Their method of getting there by train or automobile mattered little; the spirit of goodwill and the common purpose which brought them together was the important thing. They had not come to admire scenery but to establish a Yellowhead Route in a trans-Canada highway system.

Mr. Ray Jones of Blue River introduced the speakers after the dinner and said that their addresses were being recorded for broadcast later.

Challenge To Pioneer Spirit

Mr. Ratcliffe, speaking for the Kamloops delegation, introduced each of its members. He said that the Kamloops Caravan had met with remarkable receptions and hospitality en route. Progress in the outlying districts was very important to the economy of the entire province, and the proposed highway was, therefore a project which would benefit all. The various districts immediately contiguous to it were expecting great things of it and would give their support and co-operation wholeheartedly, he said. Here was not only an opportunity for, but an example of, the pioneer spirit which had settled the region in the early days. The citizens of that region, he declared, would accept the challenge presented by the project and thus would contribute to the progress of the Dominion which would, eventually, share all the benefits.

Mr. Geo. Greer referred briefly to the organization of the caravan and thanked the citizens of Blue River for their welcome and their hospitality.

Hon. Mr. Carson Outlines Problems

On behalf of the British Columbia Government and the people of the North Thompson Valley, Hon. Mr. Carson welcomed the delegates. The government and the people of British Columbia, he said, were keenly aware that the future welfare of British Columbia and Alberta depends largely upon the transportation facilities provided by the respective pro-



Edson business men met the delegation en route to Blue River with hearty assurance of support in its efforts to have the Blue River road opened immediately. Left to right: R. A. McMullen, Edmonton; Hon. W. A. Fallow, Edmonton; R. Switzer, Edson; E. T. Love; L. Mahon, Edson; Chas. H. Grant, K.C., Edmonton; Don Rigan, Edson; S. H. Cliffe, Edson; Miss Jessie Thrift, Edson; K. Goldsmith, Edson; Jas. Christiansen, Edmonton; H. Goldstick, Edson; N. Willmore, M.L.A., Edson; Ald. G. W. Manning, Saskatoon; Ald. F. J. Mitchell, Edmonton.



The delegations from Edmonton and Saskatoon en route to Blue River were also welcomed at Jasper. Left to right, Ald. F. J. Mitchell, Edmonton; Geo. Ross, Jasper; A. McKenzie, Jasper; Robert Baxter, Jasper; Orren Olson, Jasper; R. A. McMullen, Edmonton; A. Trudel, Jasper; Ron. Goodison, Edmonton Journal; E. T. Love, Edmonton; P. Hegion, Jasper; Rev. A. D. Carr, Jasper; Jas. A. Christiansen, Edmonton; Major J. A. Wood, Jasper; Ald. G. W. Manning, Saskatoon; D. Keen, Jasper.

vincial governments and added: "But we are your servants and can only provide facilities which your taxes will permit and which will encourage American tourists to come here because they will, in a measure, pay for the highways they use." British Columbia had prepared a highway construction and reconstruction program for its main highway system amounting to \$210,000,000, the amount actually provided for the past three years being approximately \$50,000,000. In other words, this sum approximated the total estimated revenue of the province for the fiscal year 1946-47 and indicated the importance placed on the need of good modern highways by the Government of British Columbia.

The British Columbia Government had hoped that the Dominion Government would come to its assistance but there had been no evidence of such assistance as yet. He was aware that the Dominion Government had many pressing responsibilities but felt that such assistance for highway projects should be forthcoming immediately because there was no telling what the next two years would bring forth.

Regardless of this lack of assistance, Hon. Mr. Carson continued, the British Columbia Government had proceeded with its program.

Hon. Mr. Fallow Stresses Unity

Commenting upon the fact that the accommodation of such a large number of guests and the preparation of such an excellent repast must have taxed the resources and the energies of Blue River's residents to capacity, Hon. Mr. Fallow declared that events of recent years had projected the four western provinces into a position of great importance not only in Canada but in international affairs. "We dare not overlook the far-reaching implications of that fact," he declared emphatically.

Experience had proven that if the nations are to find the basis upon which to build an enduring peace, it was necessary to bring about internal understanding and co-operation in each individual nation, and he knew of no better way to do this than to make it easy and attractive for the people of different sections to mingle in pleasure and business than by providing highways upon which they might move freely from place to place. Congratulating the people of British Columbia for arranging this meeting, Hon. Mr. Fallow said that Alberta took no sectional view of the highway construction problem.

"We are advancing the interests of every section of the province by carrying on, at one and the same time, a definite program of permanent improvement

to all the main arterial highways leading to and from this great province of British Columbia," he declared.

"We look forward to the time when the people of the four western provinces will become more closely linked together by the permanent improvement of all the main arteries of travel which shall serve to eliminate sectionalism which has been the great barrier to Canadian unity," Hon. Mr. Fallow said, and he concluded with the assurance that it was the sincere desire of those whom he represented to join hands with their good friends in British Columbia to press forward together in the achievement of a Trans-Canada Highway System.

Would Connect Largest Centres

Mr. R. H. Carson, M.L.A. for Kamloops, stressed the importance of Hon. Mr. Fallow's remarks about the importance of getting together. Edmonton was Alberta's largest centre and Vancouver was the largest centre in British Columbia. Nature had dictated that commerce between them move north and south. If the people of Manitoba were to travel through the Yellowhead route more, they, too, would be convinced that the problems of highway construction through it were not insuperable.

Nature had provided this route and, with the development of oil and other resources in the Edmonton district, the time was ripe for men to unite to establish this natural route which could be maintained for traffic without much difficulty throughout the year.

Bringing the greetings from Mayor Ainlay, Ald. Mitchell spoke of Jasper National Park as an undeveloped asset of rare value and stressed briefly the importance of good highways in developing it and other resources. He expressed appreciation for the co-operation of the British Columbia and Saskatchewan delegations and realized that their mutual efforts would benefit all Canada.

Reg. Rose Urges Federal Aid

Because of his long residence in Alberta and his present association in British Columbia, Mr. Reg. Rose said, he held a dual role upon this occasion in that he entertained a sympathetic attitude toward the views expressed by both Hon. Mr. Carson and Hon. Mr. Fallow. He stressed his opinion that there was an urgent need for federal aid to all the provinces for the construction of essential highways. "I feel that there is a need here for something like they have in the United States where federal aid pays for half the construction costs of highways named as federal highways," he said.

Pioneer Worker Traces History

Chas. H. Grant, K.C., traced the early history of the "Evergreen Highway" effort giving credit to an engineer, Mr. Fred Driscoll of Edmonton for the conception of the idea and to Hon. Dr. Sutherland, former minister of Public Works for British Columbia, for the construction of the highway to Kamloops. He pledged the support of the National Parks Highway Association, of which he is president, to the efforts of the delegates in achieving their objective.

A letter from Mr. D. B. Johnstone of Kamloops was read. It expressed Mr. Johnstone's great disappointment upon being unavoidably absent due to illness in the family, and it assured those present of his continued hearty support and co-operation.

"If you go home and promptly forget what you are accomplishing here tonight you won't get very far with your purpose; but if you all leave here sincerely wanting this highway and if you go home as salesmen to convince your friends and neighbors of its importance, you will find that you will soon build such a strong public opinion in favor of it that nothing will be able to assail it." So said T. J. O'Neill of Kamloops while concluding his remarks in which he not only stressed the importance of the highway but praised the ladies for the dinner and the decorations, and the organizers of the meeting for their painstaking efforts.

Says Saskatoon Pledges Support

"Pinch hitting" for Mayor Macpherson, Ald. G. W. Manning of Saskatoon, emphasizing the interest that city had in this highway, recalled that the first meeting in connection with the Evergreen Highway was held there in 1933, under the joint auspices of the Saskatoon and Yorkton Boards of Trade. Referring to the important part played by highways in the development of communities, Mr. Manning declared that this highway was most important firstly because it would pass through the centres of greatest future development

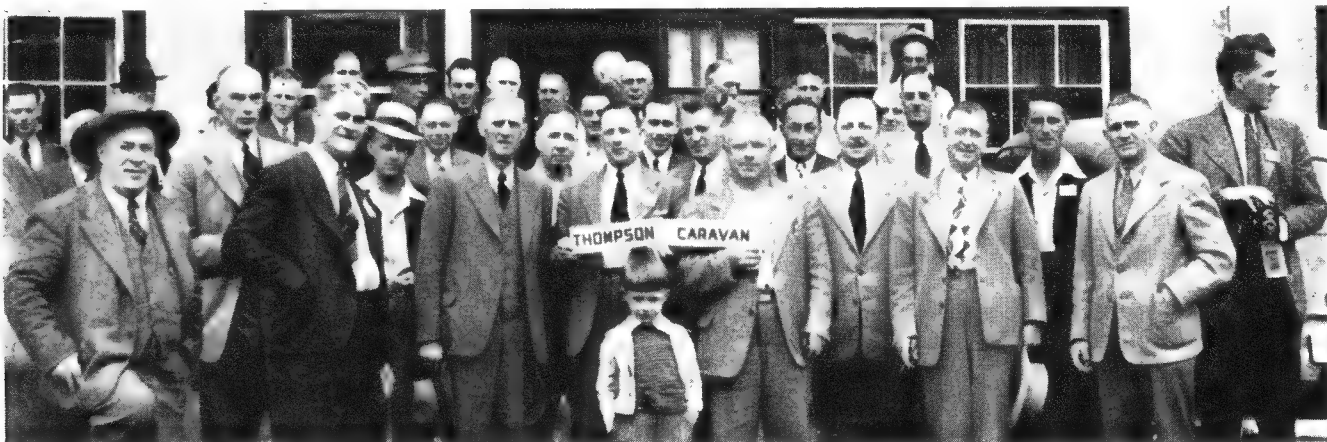
—further development of lumbering and agriculture in the north; of oil at Leduc and Lloydminster, and in other fields yet to be discovered; development of great metallic mineral resources as yet tapped only at Flin Flon; and development of secondary industries throughout the entire area.

Secondly, it was important because it would connect the great centres of the eastern and western United States by a highway on Canadian soil along which lay the mountain resorts of the Canadian Rockies, the entrance to the Alaska Highway and the entrance to the northern lake playground of Saskatchewan. The highway would, therefore, contribute much to the solution of the problem arising out of Canada's need for American dollars.

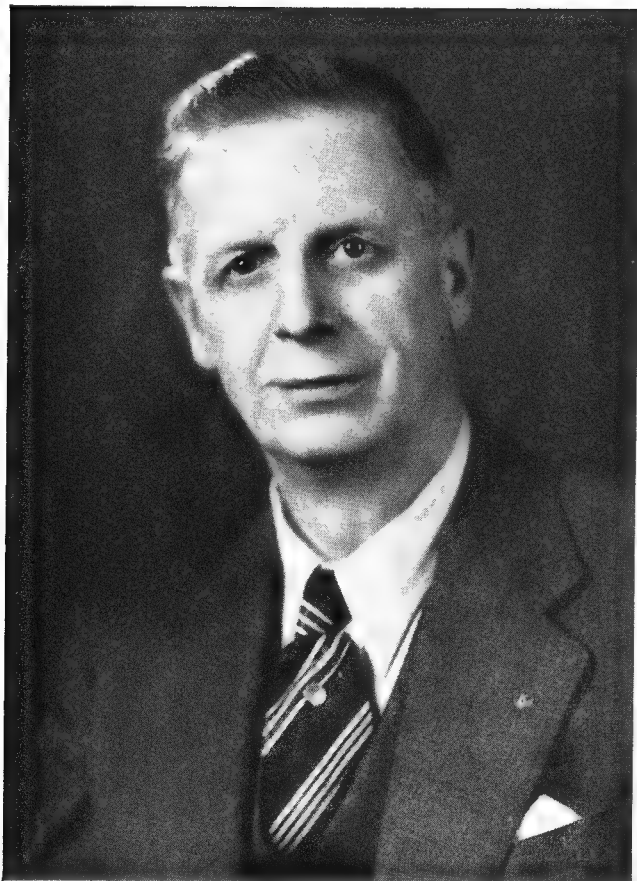
Practical knowledge of the value of the resources of the interior was brought to the meeting by Col. A. E. Parlow of the forestry service who declared that only by flying over the territory, as he had done frequently, was it possible to evaluate their extent and importance. "It makes me think that, if we could come back here fifty years from now, we will wonder why we did not see the possibilities of this district before," he declared. It was his opinion that, if a good road could be opened at once through the North Thompson Valley, the traffic over it would be so heavy that, within a few years, the road would have to be developed as a standard modern highway.

Olson Predicts Heavy Traffic

Referring to the strategic position held by Jasper and the consequently keen interest of the citizens of Jasper in the development of the Yellowhead Route, Mr. Olson admitted that, because of its small population, Jasper must, of necessity, depend largely upon the assistance of its neighboring governments and organizations in the achievement of its purpose. Indeed, citizens of Jasper had volunteered to build a road between Jasper and Blue River at a time when construction costs were but twenty-five per cent of their present level. The construction of this highway posed no financial risk



A portion of the delegation which attended the historic meeting at Blue River, B.C., as a result of which local citizens, with provincial government aid, re-opened that portion of the Yellowhead Route between Valemount and Blue River which had been blocked by slides. (See key for numbers.) 1. Lloyd Williams, Red Pass Jct.; 2. Edd Neighbor, Jasper; 3. Stanley Carr, Tete Jaune; 4. Orren Olson, Jasper; 5. Ronald White, Kamloops; 6. J. Ratcliffe, Kamloops; 7. Alan Smith, Kamloops; 8. Ald. G. W. Manning, Saskatoon; 9. E. T. Love, Edmonton; 10. A. J. Strudwick, Kamloops; 11. M. Paige, Kamloops; 12. Reg. T. Rose, Vancouver; 13. Chas. H. Grant, K.C., Edmonton; 14. T. J. O'Neill, Kamloops; 15. D. B. Ellsay, Kamloops; 16. Geo. Beveridge, Kamloops; 17. V. Kulak, Jasper; 18. J. Furiak, Kamloops; 19. Peter Noulett, Jasper; 20. R. A. McMullen, Edmonton; 21. Geo. C. Hay, Kamloops; 22. J. McIsaac, Jasper; 23. Hon. W. A. Fallow, Edmonton; 24. A. E. Perry, Kamloops; 25. Geo. H. Greer, Kamloops; 26. Eric Druce, Victoria, B.C.



MAYOR H. D. AINLAY

Edmonton's chief executive and president of the Trans-Canada Highway System Association (Yellowhead Route), whose directing genius and formulation of basic principles have encompassed also the most minute details of the numerous problems involved. The Association's efforts would have fallen far short of their present achievement had it not been for our president's brilliant leadership.

because the greater portion of the heavy traffic rolling into Jasper from the south would route itself westward through British Columbia from there and large numbers of approximately 30,000,000 motorists in the Pacific States would travel to Jasper through British Columbia by the same route. Mr. Olson challenged the reported statement of the federal government to the effect that highways were solely a provincial responsibility since revenue from gasoline taxes had been returned to the provinces.

Urges Less Talk Greater Activity

"Let us get into high gear in this tourist industry now. If we do, we will not be worrying about an adverse trade balance with our neighbor to the south," declared Jas. A. Christiansen, chairman of the highways committee of the Edmonton Chamber of Commerce, in speaking on behalf of that organization. "We are not here merely to listen and find out what other people think or say about it," he declared. "We are here to do what we can to get immediate action. We want less talk and more action," he emphasized as he spoke briefly about the need for a highway to attract to Canada "our full share of the ten billion dollars being spent on vacations annually by American tourists."

Alderman Chas. Henderson of Kamloops brought greetings from that city and expressed the hope that the meeting would achieve tangible results.

E. T. Love Outlines Association's Objectives

Tracing the activities of the Trans-Canada Highway System Association (Yellowhead Route), Mr. E. T. Love, its secretary-treasurer, thanked all who had made this meeting possible and, in this connection, made special mention of the Kamloops and Blue River Boards of Trade, and McBride and Jasper Boards for organizing caravans also. Mr. Love referred to correspondence between himself and Hon. Mr. Carson, and Hon. Mr. Fallow in which they had expressed their interest in the project and he outlined in detail the mileages of stretches of the proposed highway as they presently exist.

He suggested that it was not fair to ask the provinces of British Columbia and Alberta, with their relatively small populations, to provide all the money for hard-surfacing the highway "especially through non-agricultural country," and he submitted the opinion that the solution lies in "a Canadian Highway Commission similar to the Public Roads Administration in the United States."

Dr. S. A. Wallace of Kamloops recalled incidents during a ride on horseback through the Thompson Valley district, and Mr. H. V. Littler, president of the Ashcroft Board of

Remember! The Yellowhead Route was re-opened in 1947.

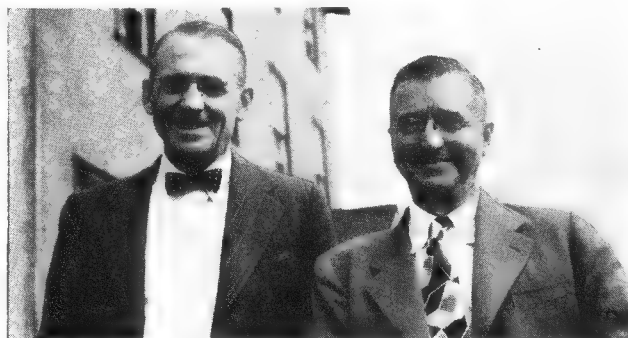
Trade, remarked briefly upon the splendid aspects of getting the people of Saskatchewan, Alberta and British Columbia together on the Yellowhead Route project. He brought greetings from his organization.

The chairman, taking this occasion to pay tribute to the work of N. F. Nelson, secretary-treasurer of the Blue River Board of Trade, described him as a man who, winter or summer, seldom failed to walk four miles to attend to his duties or to be present at a meeting.

L. T. Kemple, president of the McBride District Board of Trade, spoke about the local highway situation there pointing out that, while it was possible, with some difficulty, to get through to Jasper, it was important that the McBride district be joined by highway with Blue River via Valemount as quickly as possible.

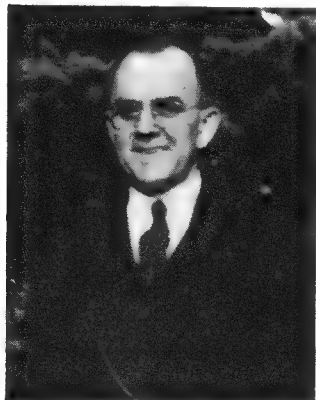
Business Meeting Follows Banquet

Following a brief recess, the delegates convened at 10:30 p.m. in the Canadian Legion hall and Mr. Jones continued as



Hon. E. C. Carson, Minister of Public Works for British Columbia, and Hon. W. A. Fallow, Minister of Public Works for Alberta, represented their respective governments at the momentous Blue River meeting, where July 8, 1947, became "D" Day for the Yellowhead Route.

chairman. A general discussion on the proposal to urge the establishment of a Canadian Highway Commission ensued. Several speakers declared that it was obviously apparent that all were of one accord about the justice of asking for federal aid for main highway construction and the urgent need for it even though opinions varied on the best methods to obtain and administer such aid. As for the practicality of the Yellowhead Route there was no question whatsoever. W. R. Johnson



J. W. RAY JONES

dynamic and enthusiastic organizer and executive whose unceasing efforts and attention to details were largely responsible for the actual re-opening of the Blue River road between that place and Valemont.

of Blue River, who had worked on the Jasper-Kamloops link thirty-five years ago and who had observed conditions there ever since, declared emphatically that it could be maintained easily in winter because snowfall was not excessive.

As a result of this discussion, it was regularly moved, seconded and carried:

"RESOLVED that we, the delegates from Saskatoon, Jasper, Edmonton, Red Pass, Tete Jaune, McBride, Valemount, Kamloops, Ashcroft, Vancouver and other points in the North Thompson River Valley, meeting in Blue River on this the ninth day of July, 1947, hereby endorse the principles of federal aid for highways which may be designated as such by consultation between the Dominion Government and the provinces as represented by the Ministers of Public Works. (By federal aid we mean that the Dominion Government will reimburse the provinces to the extent of fifty per cent of the construction and maintenance on such roads of standard construction as are specifically designated by the consulting parties as national highways).

"AND that this resolution be forwarded to the Prime Minister of Canada and members of the Cabinet—the premiers of the provinces and their ministers of Public Works, urging their immediate and favorable consideration and action—and that it be forwarded also to all Boards of Trade and Chambers of Commerce and City Councils urging their immediate and favorable consideration—and further asking that they advise their members of Parliament, members of Legislative Assemblies and provincial ministers of their approval of the resolution."

Discussion of the local road problem in the North Thompson Valley developed after the passing of this resolution. Mr. Ratcliffe took the lead with a suggestion that a resolution be drafted urging the re-opening of the road northward from Blue River to Valemount. Mr. J. Alan Smith of Kamloops explained to the visitors that this road had been in use until late in 1945 when the Japanese crews had been withdrawn. He suggested that the provincial government be told that men and equipment were available locally to undertake this work. Mr. Lee of McBride substantiated this statement by

declaring that six bulldozers were available at McBride and that their operators could open the road themselves.

Mr. Ratcliffe introduced a resolution on the subject. Mr. Love explained that he did not think the delegates from outside British Columbia should vote on this resolution because it dealt solely with a matter between the people of the Valley and their provincial government. It was abundantly clear, however, that all present were heartily in accord with the resolution which was regularly moved, seconded and carried as follows:

"RESOLVED that the British Columbia delegates to this meeting urge the provincial government to re-open immediately a through road northward from Blue River in order that the local pressing highway needs of the residents of the North Thompson River district may be served."

Discussion which followed indicated a strong opinion that this resolution should be presented to Hon. Mr. Carson before he left Blue River the following day.

The chairman appointed a committee consisting of L. T. Kemple of McBride, Angus Horne of Blue River, N. J. Lebens of Valemount, W. R. Johnson of Blue River, and J. Ratcliffe of Kamloops to interview Hon. Mr. Carson in the morning.

(Note: It had been estimated that it would cost between \$10,000 and \$20,000 to re-open this road).

Mr. Love introduced a resolution pertaining to the paving of the road from the east gate of Jasper National Park to the town of Jasper.

The resolution was, therefore, moved, seconded and carried as follows:

"WHEREAS thousands of motorists are being deterred from visiting Jasper National Park, and thousands who visit this park are being inconvenienced year after year by dust and are sustaining excessive car depreciation from gravel surface conditions and;

WHEREAS increasingly heavy traffic in this park is requiring excessively high maintenance costs sufficient to pay for permanent surfacing within a few years and;

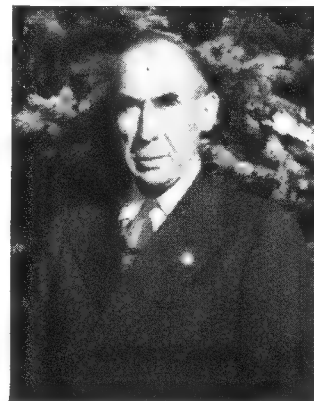
WHEREAS the paving of roads in Jasper National Park will enhance greatly its value as a tourist resort and recreational centre to Canada as a whole and;

WHEREAS it was found possible and expedient to pave the main highway from the east gate of Banff

THE LATE ANGUS HORNE

pioneer of the North Thompson Valley who was among the first to recognize the need for the Yellowhead Route and who has been one of the most untiring workers for its construction.

(Mr. Horne passed away after a brief illness on January 24, 1948).



National Park to Lake Louise even under war-time conditions and;

WHEREAS construction and maintenance of highways in the National Parks is solely a federal responsibility;

THEREFORE BE IT RESOLVED that the Government of Canada be urged to pave the highway from the east gate of Jasper National Park to the junction of the Jasper Park Lodge highway before the 1948 season opens."

It is a mistake and it is a disgrace that a nation of 13,000,000 population does not have at least one decent highway across its domain.—E. T. Love.

Considerable discussion centred about a suggestion advanced that Mount Robson Park be brought within the National Park system. Mr. Rose ventured the opinion that more research would be necessary before his organization could register support for or against the suggestion. Mr. R. H. Carson doubted that approval by this meeting would obtain direct results because the proposal, even if approved would still have to be advanced by the British Columbia Government to the Dominion Government. He suggested that better results might be obtained by referring it to the British Columbia Boards of Trade which might then approach the provincial government with their proposals.

It was then moved, seconded and carried that this resolution be referred to the Boards of Trade in British Columbia for their attention and action.

Registered delegates included:

Hon. E. C. Carson, Minister of Public Works for British Columbia.

Hon. W. A. Fallow, Minister of Public Works for Alberta.

J. Ratcliffe, president; G. H. Greer, secretary, and E. Gammon, C. R. McLeod, M. B. Paige, G. S. Henderson, A. S. Barton, D. A. Hay, W. E. Neill, J. Mouston, J. Alan Smith, A. J. Strudwick, G. Lloyd, S. A. Wallace, Chas. Henderson, Jas. Furiak, B. A. Edwards, R. W. Bourns, T. J. O'Neill, Geo. C. Hay, G. A. Luyat, W. Todd, A. Parlow, J. Bell, Ron White, G. Beveridge, D. Ellsay, Frank Kappel all of the Kamloops Board of Trade; R. H. Carson, M.L.A., Kamloops; H. Littler, Ashcroft; Reg. T. Rose, Vancouver Board of Trade; Lloyd Williams, Red Pass Junction; J. L. Kemple, James

Wanted: Two Pacific Coast outlets. Apply: Yellowhead Route for all requirements.

In any storm, two ports are better than one. (See map).

Stewart and Mr. Lee of McBride; Stan Carr, Tete Jaune; N. J. Lebars and Wm. Atkins, Valemount; O. C. Olson, president, and P. Noulett, Edd. Neighbor, J. McIssac, Clausen Otto and Val Kulak of the Jasper Park Chamber of Commerce; Ald. G. W. Manning, Saskatoon; Ald. F. J. Mitchell, Edmonton; J. A. Christiansen, Edmonton Chamber of Commerce; C. H. Grant, K.C., president, National Parks Highway Association; R. A. McMullen, director of Public Relations, Government of Alberta; Dan E. C. Campbell, director of Alberta Government Travel Bureau; E. T. Love, director and secretary-treasurer, Trans-Canada Highway System Association, Yellowhead Route, and R. Goodison, Edmonton Journal, all of Edmonton.

The banquet catering committee included Mrs. Hamilton, Mrs. S. S. Harrison, Mrs. Ray Jones, Mrs. F. Fisher, Mrs. N. F. Nelson, Mrs. D. Ball, Mrs. Jackson, Mrs. R. Kirk, and Mrs. W. Petch, all of Blue River.

YELLOWHEAD ROUTE WAS FIRST CHOICE OF C.P.R. ENGINEERS

From 1871 to 1879 Sir Sandford Fleming, as engineer in Chief of the Canadian Pacific Railway, carried on surveys to obtain a suitable low-level line of location. By the year 1880 a line had been located, extending across the prairies from Selkirk on the Red River to Edmonton on the North Saskatchewan and thence, via the Yellowhead Pass and Thompson and Fraser Rivers to the Pacific Coast. However, events occurring during the year changed the entire course of the road from the Red River westerly and placed it in its more southerly location through the Kicking Horse Pass.

—"The Boundary Survey" (British Columbia and Alberta) Pt. 1, p. 28.



Optimistic for the future of the Yellowhead Route E. T. Love, Howard Webb, Hon. W. A. Fallow and Maj. J. A. Wood discuss plans at Jasper.

Western Provinces State Road Demands at Saskatoon

Continued from Page 19.

Manitoba Committee of the Association; J. C. Matheson, Yorkton, Saskatchewan, Yorkton Board of Trade; A. A. Brown, Theodore, Saskatchewan, Theodore Board of Trade; A. C. Emmett Winnipeg, Manitoba, Manitoba Motor League; Chas. H. Grant, K.C., Edmonton, Alberta, National Parks Highway Association; John Kuffa, Blue River, British Columbia, Blue River Board of Trade; J. W. Ray Jones, Blue River, British Columbia, Chairman, Caravan Meeting, Blue River, British Columbia; J. Ratcliffe, Kamloops, British Columbia, President, Board of Trade, also representing the City of Kamloops.

S. S. Harrison, Blue River, British Columbia, Blue River Board of Trade; Edd Neighbor, Jasper, Alberta, Jasper Park Chamber of Commerce; M. G. MacDonald, Saltcoats, Saskatchewan, Saltcoats and District Board of Trade; L. T. Kemple, McBride, British Columbia, President, McBride Board of Trade; Ald. W. G. Manning, Saskatoon, Saskatchewan, City of

Note! North Battleford has a museum of pioneer relics which is tops as an educational tourist attraction.

Saskatoon; Mayor A. W. Macpherson, Saskatoon, Saskatchewan, City of Saskatoon; J. A. Christiansen, Edmonton, Alberta, Edmonton Chamber of Commerce; R. G. Armstrong, Saskatoon, Saskatchewan, Saskatchewan Motor Club; M. Waryliw, Innisfree, Alberta, Town of Innisfree; S. E. Lancefield, Saskatoon, Saskatchewan, Saskatoon Board of Trade.

R. S. Manchee, Saskatoon, Saskatchewan, Saskatoon Board of Trade; A. C. Knight, Lloydminster, Saskatchewan, Lloydminster Board of Trade; G. K. Ross, Lloydminster, Saskatchewan, Lloydminster Board of Trade; O. C. Olson, Jasper, Alberta, President, Jasper Park Chamber of Commerce; Mayor H. D. Ainlay, Edmonton, Alberta, City of Edmonton; E. T. Love, Edmonton, Alberta.

NOT FOR TOURISTS

This is not a tourist promotion booklet.

We have not attempted to include photographs of the majestic grandeur of such scenic attractions as the Maligne River Basin, the Columbia Ice Fields, the mountain splendors of Jasper and especially the shrine to the sacred memory of Nurse Edith Cavell. It would require another and much more elaborate publication to serve this purpose.

The purpose of this booklet is to plead the cause of the Yellowhead Route and to convince all Canadians that it is an immediate necessity to the economy of the entire Dominion.



Emperor Falls, rivals Niagara for height and beauty if not for volume. It is another of the innumerable attractions in the vicinity of Mount Robson.

BRIEF

RT. HON. W. L. MACKENZIE KING,
PRIME MINISTER, OTTAWA.

RIGHT HONORABLE SIR:

Since the days of the earliest explorers and fur traders, the superior facilities of the northern overland routes from the Atlantic to the Pacific have been recognized by commerce and engineering alike. Not only have they been clearly defined by nature in the shaping of the courses of great river systems: they were followed and put into actual operation in early times by men who sought the most easy trade routes between the two great oceans. These men followed the most accessible waterways and found the lowest mountain passes. "The Athabasca Trail" became a commercial highway long before the engineer and the surveyor arrived, but, when they did arrive, they confirmed the wisdom of those who had preceded them and urged that the first trans-continental railway be routed through the Yellowhead Pass. Political expediency alone dictated otherwise but this did not alter in the slightest the wisdom of the ages and, when the time came for the building of a highway to follow the rail route which had been chosen, it was found that such a highway was impossible until a connection with the ancient overland route had been made by means of a lengthy detour.

However, it is a fact that the remarkable achievement of the Big Bend Highway did establish the idea in the public mind that a Trans-Canada Highway should follow that route. Quite erroneous though such an idea has always been, it has been rendered indisputably obsolete by the discovery of oil, the establishment of army and air-force headquarters and other developments in Northern Alberta. We now need a **Trans-Canada Highway System** for strategic as well as commercial reasons. Such a system should embrace at least two trans-continental highways especially through the prairies and the Rocky Mountains to the two principal tidewater outlets of Vancouver and Prince Rupert on the Pacific.

Edmonton, the only Canadian metropolitan centre with direct rail outlets to each of our Pacific ports; and with its rail and highway connections via Dawson Creek and Waterways; and the Alaska and Grimshaw roads with the strategically situated northland including Yellowknife and Port Radium is the logical pivot for such a highway system. The

Yellowhead Pass is the natural and, consequently, the practical outlet from the prairies to the coast, not only because both of the established seaports are directly accessible through it but because it is centrally located and most convenient for the central and northern areas of Alberta and Saskatchewan. Yellowhead Pass is also nearest to the most densely populated and most productive agricultural and mineral areas of Alberta—those areas north of and eastward from the Nordegg-Red Deer line. The most densely settled areas of Alberta include and lie north and east of Edmonton.

The Winnipeg-Saskatoon-Yellowhead route would also make more accessible four great National Parks and five more provincial parks namely, Riding Mountain, Prince Albert, Elk Island and Jasper National Parks and Lake Manitou, Robson, Hamber, Wells Gray and Tweedsmuir provincial parks which, presently, have no highway facilities. This route would also link all of these and many other tourist and commercial development opportunities with the densely populated, travel conscious and very wealthy centres of the American west coast by way of Vancouver.

Therefore, any future planning of a **Trans-Canada Highway System** must include the Yellowhead Pass route via Saskatoon and Edmonton. It has the decided advantage that it does not encompass any detour of 190 miles to traverse 90 miles of distance, such as that on Big Bend Highway between Golden and Revelstoke, to render it strategically and commercially impractical. Furthermore, the Yellowhead Route can, unquestionably, be kept open in winter because snowfall over its length is comparably light.

The time has certainly arrived when an energetic drive should be made by those in possession of the facts to awaken the Canadian public to the urgent need for a **Trans-Canada Highway System** rather than a single highway and to urge immediate action in opening the necessary route through the Yellowhead.

Comparison of the various routes through the Rockies is, however, irrelevant to the main issue which involves all possible routes as contiguous and necessary to a **Trans-Canada Highway System**. The point is that the Yellowhead Route is free from many of the handicaps of the other routes. Therefore it must command the earnest attention of all seriously-minded Canadians who have

the best interests of the Dominion at heart and appreciate the necessity of sane planning now in order to prevent costly mistakes in the future. It is obvious that the planning of a **system** rather than a single highway is sound and necessary to the building of a future solid economy in the west and to the consolidation of our national strategic and commercial positions.

Many of us have been giving careful study to the numerous problems which are involved and we have concluded that Winnipeg might properly become the central fork in such a **Trans-Canada Highway System**. One fork would continue over the southern route to Medicine Hat where another fork would occur—one road proceeding through the Crow's Nest Pass and the other through Calgary and the Kicking Horse Pass. The northern section would branch off at Winnipeg toward Saskatoon, Edmonton and the Yellowhead. Another fork would occur at Tete Jaune, the southern branch going to Vancouver and the northern to Prince Rupert. We are reliably informed that modern construction methods would render the engineering and construction problems anticipated on the Yellowhead Route less difficult and comparably less costly per average mile than those on either of the southern routes.

Finally, good transportation economy dictates that main transportation arteries must tap the central and most populous and the expanding areas of any territory. Unquestionably, the Yellowhead Route would do this for all of the provinces of Manitoba, Saskatchewan and Alberta as shown on the accompanying map. (See pages 20, 21). Fully two-thirds of the population of Alberta and Saskatchewan are located along the proposed route. The future development of and expansion in Alberta and Saskatchewan must take place in the northern districts because those portions of these provinces lying in the south are already as fully settled as existing methods of agricultural production will permit.

We are well aware that, were only one route feasible and possible of immediate development, the Yellowhead Route would undoubtedly be chosen because of its obvious advantages over all others, but we believe that Canada needs more than one highway outlet from the prairies to the coast and are willing and eager therefore, to work toward the maintenance of other routes as well as that through the Yellowhead Pass.

City of Prince Rupert

Per Mrs. N. E. Arnold,
Mayor

Blue River Board of Trade

Per J. Kuffa,
President

City of Saskatoon

Per A. W. MacPherson,
Mayor

Town of Russell

Per A. Mather,
Mayor

City of Edmonton

Per H. D. Ainlay,
Mayor

Jasper Park Chamber of
Commerce

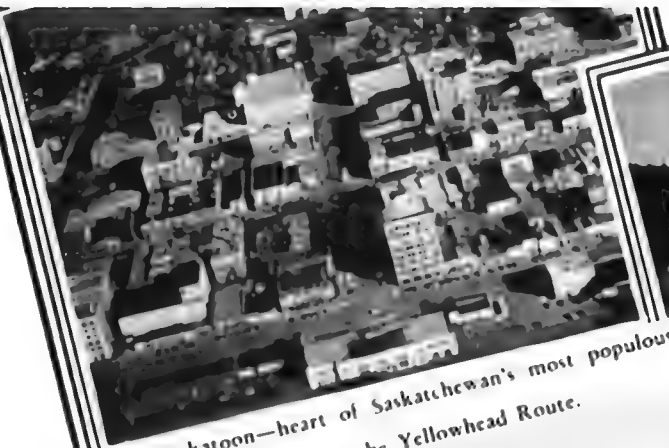
Per O. C. Olson,
President

City of Yorkton

Per C. A. Peaker,
Mayor

Minnedosa Board of Trade

Per J. T. McCool,
President



Saskatoon—heart of Saskatchewan's most populous area on the Yellowhead Route.



Pipe dreams—Moose Lake near Lucerne on the Yellowhead Route.



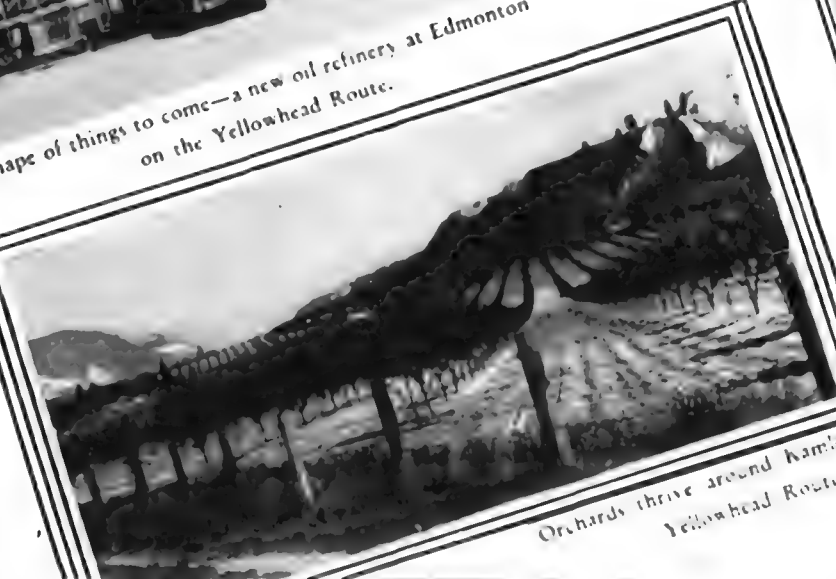
Ideal canoeing on Astotin Lake in Elk Island Park on the Yellowhead Route



Siesta after a swim in Prince Albert National Park.



Shape of things to come—a new oil refinery at Edmonton on the Yellowhead Route.



Orchards thrive around hamlets on the Yellowhead Route.

Gas fields yield cheap fuel along the Yellowhead Route.



Numerous Organizations Back Yellowhead Route

The following organizations have approved the brief which the Trans-Canada Highway System Association—(Yellowhead Route) sent to the Prime Minister:

Board of Trade, Kamloops, British Columbia; Board of Trade, Leduc, Alberta; Public Relations Council, Prince Rupert, British Columbia; Board of Trade, Viscount, Saskatchewan; Town of Russell, Russell, Manitoba; Trades and Labor Council, Edmonton, Alberta; Municipality of Strathclair, Strathclair, Manitoba; Rotary Club of Edmonton, Edmonton, Alberta; Municipality of Shoal Lake, Shoal Lake, Manitoba; Chamber of Commerce, Jasper, Alberta.

Little Fort Women's Institute, Louis Creek, British Columbia; Jasper Park Development Committee, Edmonton, Alberta; Central and North Thompson Board of Trade, Clearwater, British Columbia; Manitoba Motor League, Winnipeg, Manitoba; Board of Trade, Maidstone, Saskatchewan; Saskatchewan Motor Club, Saskatoon, Saskatchewan; Municipal District of Vermilion Valley, Vermilion, Alberta; Board of Trade, McBride, British Columbia; Town of Innisfree, Innisfree, Alberta; Mount Robson and District, Mount Robson, British Columbia.

Town of Minnedosa, Minnedosa, Manitoba; Kiwanis Club of Edmonton, Edmonton, Alberta; Village of Langenburg, Langenburg, Saskatchewan; Town of Hardisty, Hardisty, Alberta; Tete Jaune Cache and District, Tete Jaune Cache, British Columbia; Business Men's Association, Edmonton South, Alberta; C.C.F. Club, Prince Rupert, British Columbia; Chamber of Commerce, Elk Point, Alberta; Municipality of Odanah, Odanah, Manitoba; Optimist Club of Edmonton, Edmonton, Alberta.

Village of Binscarth, Binscarth, Manitoba; His Worship, Garnet Coulter, Mayor of Winnipeg, Winnipeg, Manitoba; Canadian Business and Professional Women's Club, Edmonton, Alberta; City of Prince Rupert, Prince Rupert, British Columbia; National Parks Highway Association, Edmonton, Alberta; Board of Trade, Blue River, British Columbia; Town of Birtle, Birtle, Manitoba; City of Yorkton, Yorkton, Saskatchewan; Kinsmen's Club of Edmonton, Edmonton, Alberta; Board of Trade, Viscount, Saskatchewan.

Red Pass and District, Red Pass, British Columbia; Village of Viscount, Viscount, Saskatchewan; Board of Trade, Borden, Saskatchewan; Town of McLaughlin, McLaughlin, Alberta; Town of Lloydminster, Lloydminster, Saskatchewan; Valemount and District, Valemount, British Columbia; Village of Lashburn, Lashburn, Saskatchewan; Gyro Club of Edmonton, Edmonton, Alberta; Board of Trade, Saskatoon, Saskatchewan; Municipal District of Minburn, Minburn, Alberta.

Town of Maidstone, Maidstone, Saskatchewan; Town of Paradise Valley, Paradise Valley, Alberta; United Commercial Travelers of America Club, Edmonton, Alberta; City of Vancouver, Vancouver, British Columbia; Town of Ponoka, Ponoka, Alberta; Town of North Battleford, North Battleford, Saskatchewan; Municipality of Russell, Russell, Manitoba; Chamber of Commerce, Edmonton, Alberta; Town of Clandonald, Clandonald, Alberta; Village of Churchbridge, Churchbridge, Saskatchewan.

Town of Streamstown, Streamstown, Alberta; Board of Trade, Wynyard, Saskatchewan; Board of Trade and District, Yorkton, Saskatchewan; Board of Trade, Vermilion, Alberta; Board of Trade, Battleford, Saskatchewan; Town of Mannville, Mannville, Alberta; Village of Foxwarren, Foxwarren, Manitoba; Village of Bredenbury, Bredenbury, Saskatchewan; Town of Kitscoty, Kitscoty, Alberta; Board of Trade, North Battleford, Saskatchewan.

Board of Trade and District, Saltcoats, Saskatchewan; Chamber of Commerce, Prince Rupert, British Columbia; Village of Marchwell, Marchwell, Saskatchewan; Board of Trade and District, Lloydminster, Alberta; Municipality of Saskatchewan, Basswood, Manitoba; Board of Trade, Edson, Alberta; Town of Vegreville, Vegreville, Alberta; Town of Minburn, Minburn, Alberta; Little Fort and District, Little Fort, British Columbia; Blackpool and District, Blackpool, British Columbia.

Town of Derwent, Derwent, Alberta; Star Lake and District, Star Lake, British Columbia; Board of Trade, Minnedosa, Manitoba; City of Saskatoon, Saskatoon, Saskatchewan; Village of Theodore, Theodore, Saskatchewan; Board of Trade, Foam Lake, Saskatchewan; Board of Trade, Minburn, Alberta; Village of Shoal Lake, Shoal Lake, Manitoba; Board of Trade, Lashburn, Saskatchewan.

Board of Trade, Mannville, Alberta; Town of Fort Saskatchewan, Fort Saskatchewan, Alberta; City of Edmonton, Edmonton, Alberta.

Board of Trade, Two Hills, Alberta; Bon Accord Women's Institute, Bon Accord, Alberta; Wildwood Community Board of Trade, Wildwood, Alberta; The Associated Boards of Trade of Central British Columbia, Smithers, B.C.; The Canadian Legion of the British Empire Service League, Edmonton, Alberta; Board of Trade, Athabasca; Village of Lavoy, Lavoy, Alberta; Women's Institute, District No. 2, Edmonton, Alberta; Clandonald Community Affairs Committee, Clandonald, Alberta; Board of Trade, Radisson, Sask.; Junior Chamber of Commerce, Kamloops, B.C.; Junior Chamber of Commerce, North Battleford, Sask.; South Side Branch of the Canadian Legion, Edmonton, Alberta.

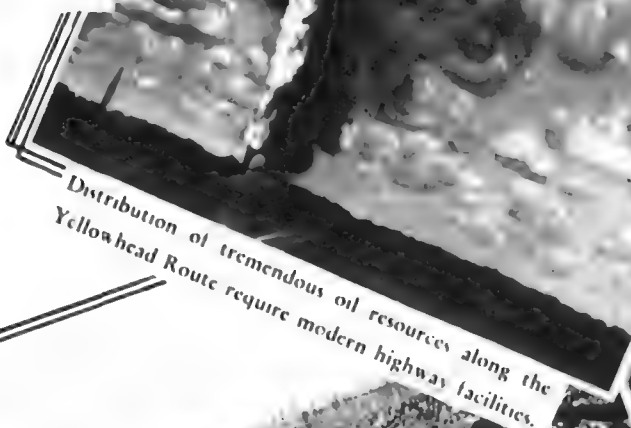
The Dominion has built canals. It has helped build railways. It cannot escape the obligation to create national thoroughfares for motor traffic.—Vancouver Daily Province.



Portraits like this posed for you along the Yellowhead Route.



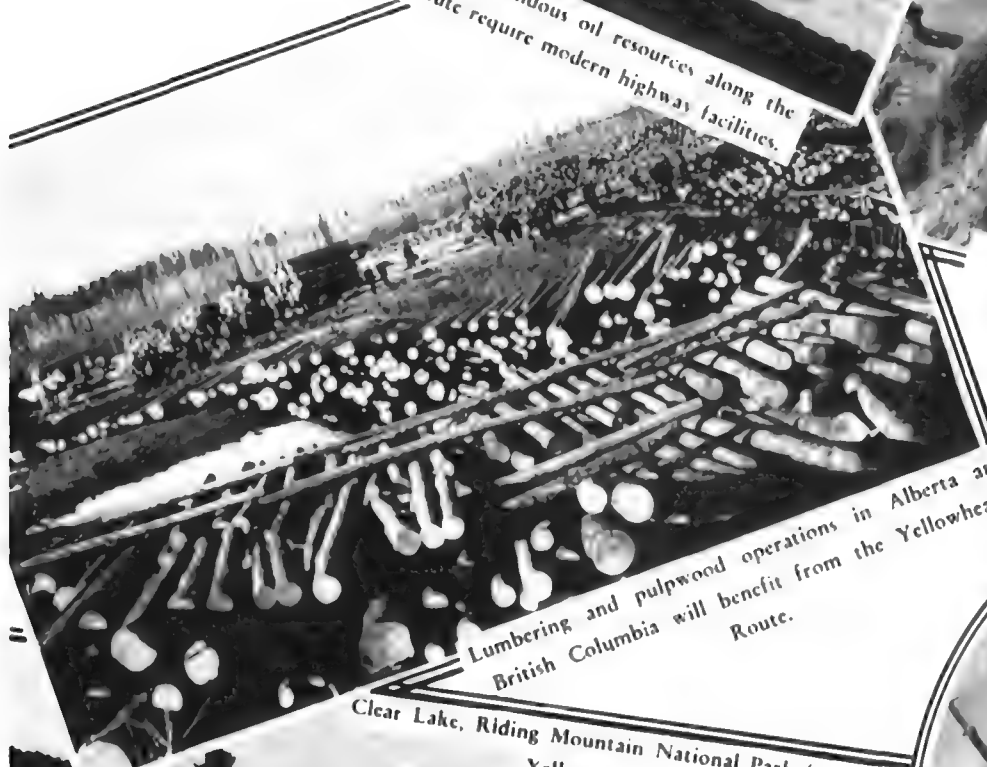
The Yellowhead Route passes through a hunter's paradise.



Distribution of tremendous oil resources along the Yellowhead Route require modern highway facilities.



In the "Breadbasket Belt" near Yorkton, Sask. on the Yellowhead Route.



Lumbering and pulpwood operations in Alberta and British Columbia will benefit from the Yellowhead Route.



Clear Lake, Riding Mountain National Park from the Yellowhead Route.



The Alaska highway ties in with the Yellowhead Route.

RESOLUTIONS

Re: Highway Commission

WHEREAS Canada's highway problem is Dominion-wide in scope and involves five distinct geographical divisions with widely varying financial and economical conditions and;

WHEREAS the highway projects of the Provincial Governments should be co-ordinated and standardized as to construction and maintenance and;

WHEREAS Canada's military and commercial highway requirements, which are essential to the strategic and economic developments of the Dominion, should be co-ordinated and;

WHEREAS modern highways, because of the economic development they create locally and the large tourist trade they stimulate, are Canada's most self-liquidating asset and;

WHEREAS an equitable financing ratio between the federal and provincial governments is essential to the economical and harmonious pursuit of highway construction and maintenance and;

WHEREAS decisions pertaining to route selection should be made by competent non-partisan engineers on the basis of the greatest good for the greatest number of citizens, having due regard for future expansion and economic and strategic requirements and;

WHEREAS a long-range highway and maintenance program is essential and should be planned progressively through the years regardless of the degree of prosperity and;

WHEREAS a Trans-Canada Highway System is urgently needed to cement the bonds of commerce, unity and understanding more firmly throughout Canada and;

WHEREAS A Canadian Highway Commission could achieve all of these objectives;

THEREFORE BE IT RESOLVED THAT the Government of Canada be urged to establish a Canadian Highway Commission and provide the necessary funds for its operation as quickly as possible.

The annual general meeting at Saskatoon passed this resolution by a large majority—only four persons voted against the resolution.

Yorkton boasts that goldeyes, graylings and sturgeon fishing is a feature attraction around there.

Re: Federal Aid

We, the delegates from Kamloops, Blue River and McBride in British Columbia; from Jasper, Edmonton, Vegreville, Innisfree and Vermilion in Alberta; from Lloydminster, North Battleford, Saskatoon, Lanigan, Theodore, Yorkton, Churchbridge, Saltcoats and Langenburgh in Saskatchewan; and, Russell, Shoal Lake and Winnipeg in Manitoba, meeting in Saskatoon on this 29th day of November, 1947, hereby endorse the principles of federal aid for highways which may be designated as such by consultation between the Dominion Government and the provinces as represented by the Ministers of Public Works. (By federal aid we mean that the Dominion Government will reimburse the provinces to the extent of fifty (50) per cent of the cost of construction and maintenance on such roads of standard construction as are specifically designated by the consulting parties as national highways).

AND, that this resolution be forwarded to the Prime Minister of Canada and Members of his cabinet—the Premiers of the provinces and their Ministers concerned with highways, urging their immediate and favorable consideration and action; and, that it be forwarded also to all Boards of Trade and Chambers of Commerce and City Councils, urging their immediate and favorable consideration—and further asking that they advise their members of parliament, members of legislative

assemblies and provincial ministers of their approval of the resolution.

The Saskatoon meeting passed this resolution unanimously.

Low valleys—highest peaks! Example: Mount Robson, 12,972 feet; Robson River, 3,171 feet—lower than Calgary.

Re: Provincial Action

WHEREAS this Association, representing cities, towns, villages, municipalities, municipal districts and organizations from Winnipeg to Vancouver, has established in its brief to the Prime Minister, and has expressed its unquestioned assertion in resolutions passed at this annual general meeting and at other meetings, that Canada urgently needs a trans-Canada highway system and;

WHEREAS the provincial governments have indicated that they cannot undertake all the financial responsibilities attendant thereto and;

WHEREAS this Association recognizes the principle of federal aid to the provinces for the construction of a trans-Canada highway system and;

WHEREAS the Ministers of Public Works of Manitoba, Saskatchewan, Alberta and British Columbia have never met to discuss their ideas about possible routes, or their costs and the numerous other problems involved and;

WHEREAS the Dominion Government has indicated that the provincial governments must take the initiative in the construction and maintenance of such a system and;

WHEREAS United action on the part of the western provinces is essential if immediate results are to be obtained;

THEREFORE BE IT RESOLVED that the Governments of Manitoba, Saskatchewan, Alberta and British Columbia be urged to arrange a meeting of their ministers concerned with highway construction at a convenient place in the immediate future to determine the routes most likely to be most advantageous to Canada, to formulate their requests for federal aid for the construction of a trans-Canada highway system and to present the same to the Dominion Government with all possible speed and;

FURTHER that the provincial governments co-ordinate all available information from their own and federal surveys in order to eliminate duplication and further unnecessary surveys with their attendant costs and delays.

The Saskatoon meeting passed this resolution unanimously.

Some of the most beautiful parkland mixed farming country in Canada has been developed in the Yorkton district.

Re: United Action

WHEREAS Canada urgently needs a trans-Canada Highway System and;

WHEREAS the construction of such a system is a federal problem and;

WHEREAS in view of the fact that the Dominion Government has built canals and given financial assistance to railways, it cannot ignore its responsibilities in connection with a trans-Canada highway system and;

WHEREAS large volumes of vehicular traffic from eastern Canadian to western Canadian points, and vice versa, now pass through the United States where trans-continental highway systems exist and;

WHEREAS this diversion of traffic from Canadian soil taps Canadian incomes and revenues which should be retained in Canada, and places Canada in a position of dependence upon the United States for transportation facilities and;

WHEREAS the Dominion Government has officially taken the stand that highways are a provincial responsibility and;



Textile industries thrive on the Yellowhead Route.



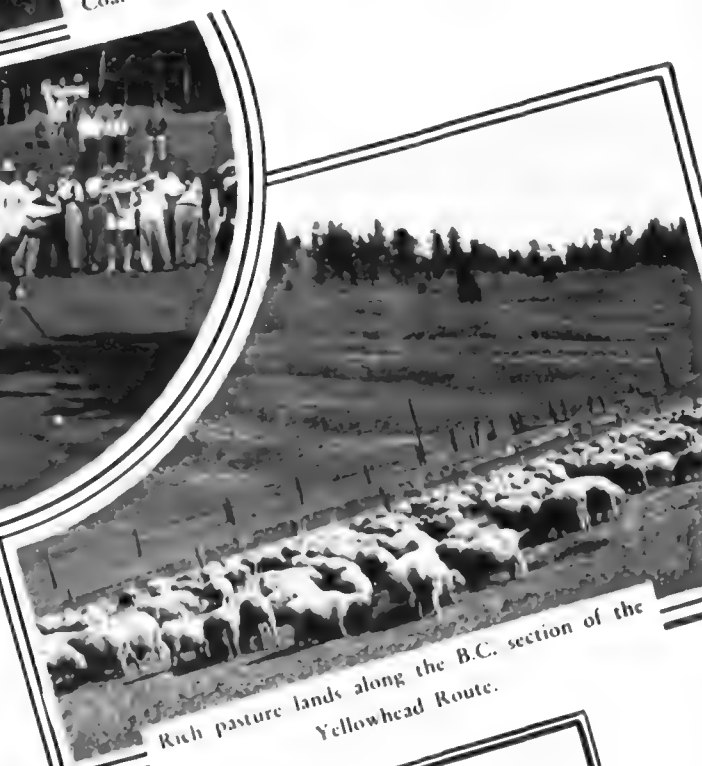
Coal mining—a vital industry on the Yellowhead Route.



Dairying—important to Canada's economy along the Yellowhead Route.



Golf is popular on the parkland links along the Yellowhead Route.



Rich pasture lands along the B.C. section of the Yellowhead Route.



Minerals are yielding vast wealth in the northland.



Heavy commercial trucking is possible in all seasons on the Yellowhead Route.

WHEREAS the Dominion Government has indicated that any change in this policy must be initiated by the provincial governments concerned and;

WHEREAS the provincial governments concerned are not financially capable to construct highways of modern standard through some sparsely settled districts through which, for reasons Dominion-wide in scope, highway facilities are necessary;

THEREFORE BE IT RESOLVED that this meeting of the Trans-Canada Highway System Association (Yellowhead Route) assembled in Saskatoon this 29th day of November, 1947, urge the Governments of the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia especially, and all other Provincial Governments to petition the Dominion Government to formulate and announce a federal highway policy and;

FURTHER that these provincial governments request the Dominion Government to grant federal aid for the modern construction of inter-provincial highways which may be designated as such by consultation between the Dominion Government and the Provincial governments as represented by their ministers who administer highway affairs and;

FURTHER that these provincial governments ask the Dominion Government to establish a Highway Commission after the pattern of the Federal Highway Commission in the United States to encourage and co-ordinate the efforts of the provincial governments in the construction and maintenance of highways designated as federal highways by mutual agreement.

The Saskatoon meeting passed this resolution unanimously.

West of Edson you get into some of the finest big game country in the world.

Re: Blue River Highway

WHEREAS the large and expanding populations of central and northern Saskatchewan and Alberta, and of the interior of British Columbia urgently need direct highway connection with Vancouver and vicinity for commercial and pleasure travel purposes and;

WHEREAS British Columbia is losing a very lucrative tourist business because tourists who come to Jasper and who would return southward through Yellowhead Pass, must now return to Lake Louise and;

WHEREAS the route from Yellowhead Summit by way of Blue River to Vancouver presents no serious engineering problems has a lower altitude and is shorter than other routes, and is capable of being kept open the year around, and;

WHEREAS Mount Robson Park could be developed into a major tourist asset for British Columbia were highway facilities provided from Vancouver and vicinity;

THEREFORE BE IT RESOLVED that this meeting of representatives from each of the four western provinces urge the Government of British Columbia to build a modern highway from Yellowhead Summit to Vancouver by way of Blue River and Kamloops and further;

THAT this Association send copies of its booklet "The Saga of Re-opening Trans-Canada Highway System, Yellowhead Route," as an addendum to this resolution, to the Government of British Columbia for the information of its members.

The Saskatoon meeting passed this resolution unanimously.

PICTURE CREDITS

We are sincerely grateful to the following for photographs: Harry Rowed, Jasper; Housez Studios, Eric Bland, Alfred Blyth, McDermid Studios, Garneau Studios, The Alberta Travel Bureau and the Department of Economic Affairs, all of Edmonton; Imperial Oil Ltd.; National Parks Bureau, Ottawa; Yorkton Board of Trade; and Kamloops Board of Trade.

IN THE BEGINNING

Who started all this!

A group of Edmonton business and professional men, who were convinced that the entire Dominion should be informed about the urgent need for, and the numerous advantages of, the Yellowhead Route, banded themselves together at the call of Mayor H. D. Ainlay to launch an energetic campaign in support of an idea propounded by Mr. E. T. Love.

The Trans-Canada Highway System Association (Yellowhead Route) was the result and, from that small meeting over which Mayor Ainlay presided, it has grown into an organization with branches or committees in every community along the route in Manitoba, Saskatchewan, Alberta and British Columbia.

Members of the original Edmonton committee were:

Mr. Carl E. Berg, Mr. J. M. McKenzie, Mr. G. J. Keltie, Mr. D. K. Lewis, Mr. J. H. Fulton, Mr. L. Y. Cairns, K.C., Mr. H. O. Patriquin, Mr. R. H. Settle, Mr. John Dower, Mr. W. F. Empey, Mr. R. C. Marshall, Mr. A. Chard, Mr. G. W. McLean, Mr. R. V. MacCosham.

LET'S OPEN ANOTHER ENTHRALLING CORRIDOR IN CANADA'S VACATION PARADISE.

THANKS FOR

Contributions to special fund for booklet on the Yellowhead Route.

BRITISH COLUMBIA

Board of Trade, Blue River; Mr. L. Williams, Red Pass; Mr. Stan Carr, Tete Jaune; Board of Trade, McBride; Board of Trade, Kamloops; Mr. N. J. Lebars, Valemount; Central and North Thompson Board of Trade, Clearwater; Ashcroft and District Board of Trade, Ashcroft.

ALBERTA

Board of Trade, Edson; City of Edmonton, Edmonton; Chamber of Commerce, Edmonton; National Parks Highway Association, Edmonton; Chamber of Commerce, Jasper.

SASKATCHEWAN

Board of Trade, Saskatoon.

NEED MORE COPIES?

Additional copies of this booklet may be obtained from E. T. Love, Secretary-Treasurer, Trans-Canada Highway System Association (Yellowhead Route), 10924 81st Street, Edmonton, Alberta.

ROUTE TRAVERSES POPULOUS DISTRICTS

The Yellowhead Route will pass through the most populous districts of the prairie provinces. Ample evidence of this fact is supplied in the population map which was prepared for the Alberta Power Commission when it made a survey of Alberta districts likely to provide the most numerous outlets for rural electricity. This map showed that the mass of Alberta's population lies in the Edmonton district and north and east of that city.

The contentious area seemed to be in Saskatchewan, so Mr. M. Gerla, Secretary-Treasurer of the Village of Churchbridge, compiled population data from the annual report of the Saskatchewan Department of Municipal Affairs.

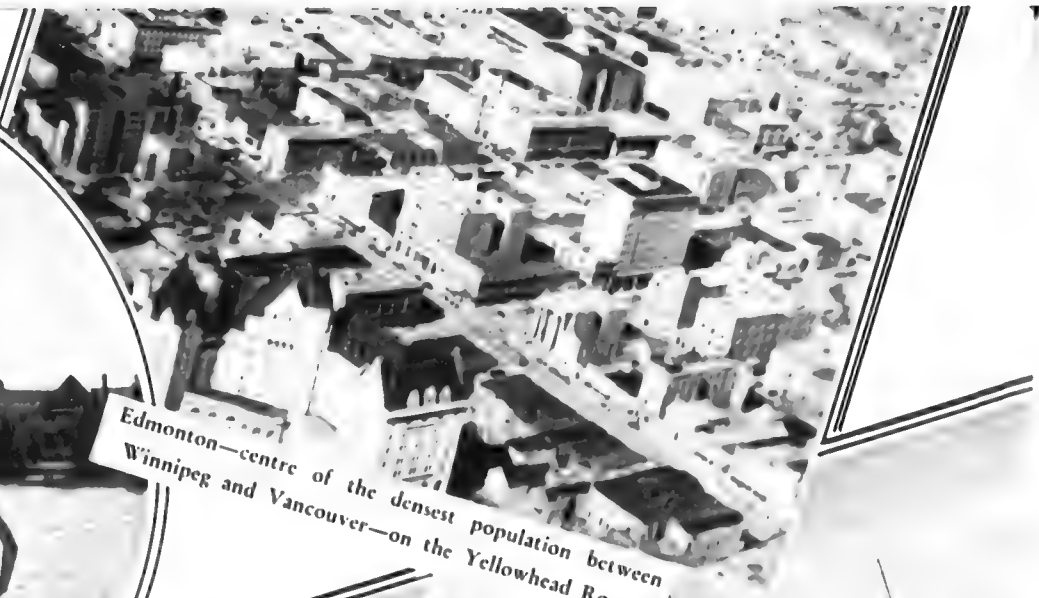
For purposes of the count, the dividing line between the main lines of the Canadian National and Canadian Pacific Railways was taken along the north boundary of township 27 to range 12; north of township 26 to range 7; west of the 3rd Meridian. Thence by way of the Saskatchewan River and the north boundary of range 24 to range 12; north boundary of township 21 to range 3, west of the 2nd Meridian; thence by way of the east boundary of range 4 and the Qu'Appelle River to the Saskatchewan boundary.

The total population north of this line was 468,939 and south of this boundary the population was 350,061.

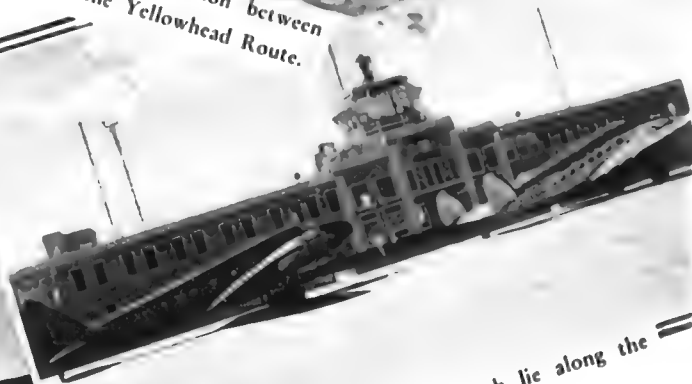
Sailing is popular on inland lakes along the Yellowhead Route.



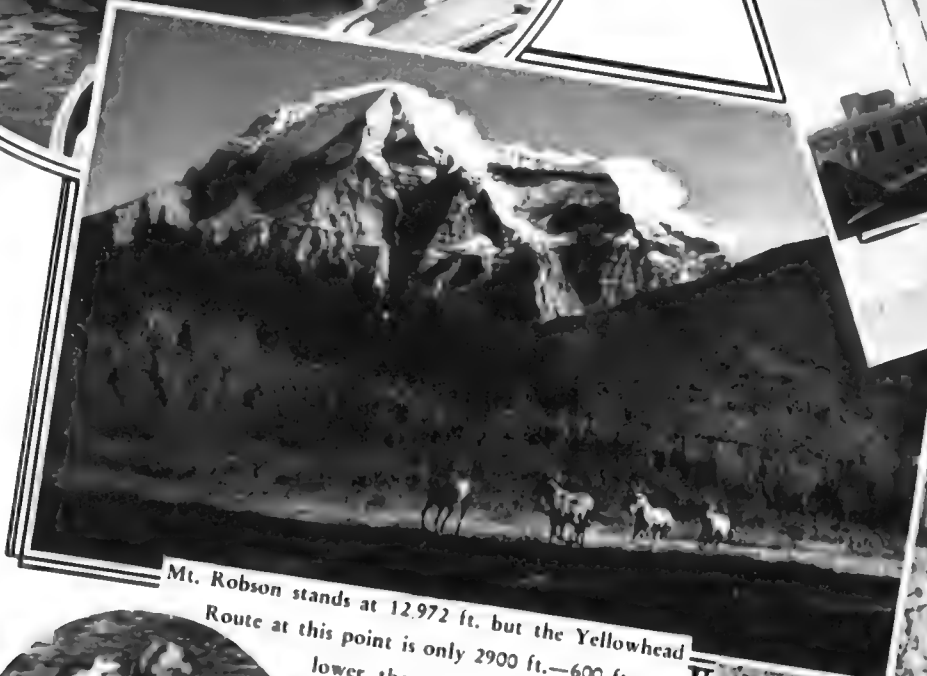
Edmonton—centre of the densest population between Winnipeg and Vancouver—on the Yellowhead Route.



Principal airports serving the north lie along the Yellowhead Route.



Mt. Robson stands at 12,972 ft. but the Yellowhead Route at this point is only 2,900 ft.—600 ft. lower than Calgary.

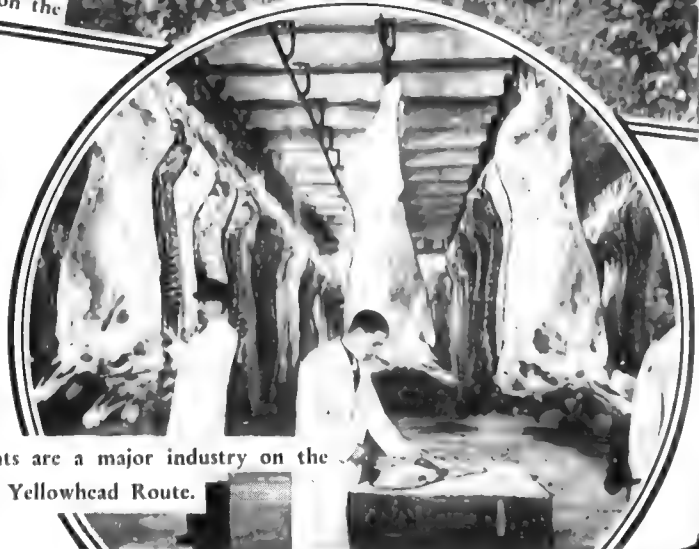


The Vanishing American at Elk Island Park on the Yellowhead Route.



Kiddies enjoy prairie lakes on the Yellowhead Route.

Packing plants are a major industry on the Yellowhead Route.



FEDERAL AID FOR HIGHWAYS

By Dan E. C. Campbell

Demands for federal aid for the construction of inter-provincial highways in Canada "on a basis similar to that developed so successfully in the United States," have raised in the minds of many the question, "How does it work in the States?" This short summary of numerous reports and historical records may help to supply some information on the subject.

The existing legislation in the United States grew out of the Federal Road Act of July 11, 1916, which recognized the principle of, and the need for, federal aid to the individual States for road construction and maintenance and established a definite formula by which federal grants would be limited and allocated, and construction costs controlled. Amendments to this Act have included the Federal Highway Act of 1921, the Hayden-Cartwright Act of June 18, 1934, the Federal Highway Act of September 5, 1940, which was again amended on July 13, 1943, and the Federal Aid Highway Act of 1944. However, it is most significant that these amendments (and other emergent uses to which the legislation has been put) have affected only methods of application. They have not, in the slightest measure, altered the principle of the first Federal Road Act except that, now, no limit is set on construction costs per mile.

The existing legislation:

1. Leaves highway administration and construction decisions and traffic control strictly to the State Governments;
2. Limits the extent of roads upon which the federal aid may be utilized to 7 per cent of the total road mileage in each State until provision is made for improving 90 per cent of the original system;
3. Provides for arbitration if adjoining States do not agree on which inter-state roads shall be "designated" for federal aid;
4. Provides for highways through urban centres;
5. Permits cooperation with American Association of State Highway Officials in formulating standards for construction;
6. Provides sufficient latitude for emergencies (the building of the Alaska Highway, etc.);
7. Provides for special consideration for States in which federal lands exceed 5 per cent of the State's area;
8. Establishes a definite formula upon which federal aid shall be allocated to each State.

The Formula

When the Federal appropriation is determined, 2.5 per cent of it is immediately set aside for administrative expenses.

The remainder is divided into three equal portions. One of these portions is divided among the States according to their ratio of population. Another is divided on the basis of the mileage of rural roads in each State. The third portion is divided according to the area of each State.

The sum of these three portions for any State is the total of the federal aid to that State for that year and the State matches that amount dollar for dollar. (There have been very rare occasions when a few States have not been able to comply.) If a State's total grant amounts to less than one-half of one per cent of the total federal appropriation, the State's grant is made up to that amount and the grants to the other States is adjusted accordingly.

That is the formula.

There have been occasions, especially in the depression years, when 50 per cent of the federal appropriation was allocated on the basis of population. There have been occasions upon which the Federal Government has helped some States by financing the States' shares. Most of these advances were later written off.

The Federal Government is responsible for highways in National Parks and National Forest Reserves, and these highways do not enter into the federal aid situation.

In some States the Federal Government owns more than 5 per cent of the land area of the State. In such States, Federal participation in a project may exceed 50 per cent of its cost. (This situation could not occur in Canada, where the Provinces administer Crown Lands. However, a suitable substitute for additional Federal participation in the United States could be found for Canada and applied, for instance, to long stretches of a trans-Canada highway system or to inter-provincial highways through sparsely settled districts such as those in Northern Ontario or northern British Columbia.)

Substantially, amounts approximating the gasoline taxes raised by the States have been spent upon construction and maintenance of highways and provision was made whereby, if a State increased its taxes on gasoline or motor vehicles for other purposes, up to one-third of its subsequent apportionment of federal aid could be withheld, but the penalty "applies only to tax rates in force in 1934 and not to new imposts."

During its early days, the United States legislation provided for federal aid to State roads. Later, the defect of piecemeal construction which this engendered was eliminated by the provision of

federal aid for inter-state roads, and these grew, within a few years, into a vast and comprehensive national network, each section of which had been constructed and administered by a different State Highway Department without either Federal domination or interference.

Indeed, the close co-operation which the Federal Public Roads Administration brought into effect between adjoining States established a great working partnership, whose members found a common ground for understanding and working out mutual problems in the American Association of State Highway Officials (which might be compared with the Good Roads Association in Canada). This created, as it were, a trinity—the Public Roads Administration, the State Highway Departments and the Association of State Highway Officials.

"It is just as hard to assign proper credit to each of these agencies as it is to determine which is the most important leg of a three-legged stool. You just cannot get along without any one of them. This secular trinity, each playing its own particular part, has in a quarter of a century built on this continent 48 separate and independent State highway systems which, entirely by voluntary co-operation and without coercion, have been fitted and welded into one great network of motor highways comprising nearly half a million miles of all-weather roads, reaching into and joining every part of the nation." (Samuel C. Hadden, 1944 president, A.A.S.H.O.)

What It Has Done

What the policy of federal aid for highway construction has accomplished in the United States is so obvious to everyone who owns an automobile that argument verges upon the ridiculous. A tabulated list of achievements would fill several volumes, but, in addition to the obvious, a number of by-products of the policy have proven tremendously important.

It liberated road construction from the shackles of petty local politics, inefficiency, interference and indifference.

In the first twelve years of its operation (the testing years), it constructed 70,000 miles of highways for less than half the excise taxes collected on motor vehicles in that time. During this period, the highest cost in any one year to the Federal Government was only two per cent of the Federal Government's expenditures. Also, during that period the federal aid grants amounted to a yearly average of only 8 per cent of the total spent on roads by the State Governments.

The federal aid policy, likewise, opened a new era in research and experimental

tion in highway construction and in the distribution of previously unobtained technical information. The P. R. A. operates extensive experimental laboratories, whose findings are published in the widely-circulated journal "Public Roads".

Even in so brief a summary as this, mention must be made of at least one almost miraculous achievement, and of the genius of one man throughout the entire history of the policy.

The almost miraculous occurred when the War Department was asked to indicate which routes in the growing national system would best serve military strategy. General John J. Pershing approved a map upon which diagrammatic lines had been drawn. The individual States were then asked to include, among the roads they selected for federal aid, roads conforming to the routes so indicated. The States willingly and gladly complied—and the result is history.

The Man

No matter which way one turns in the study of the federal aid system in the

United States, all paths lead to one personality; to one genius—Thomas H. MacDonald, public roads commissioner with the Public Roads Administration. For more than 26 years, Mr. MacDonald has been the directing intelligence and the driving power behind the successes of the policy of federal aid. Mr. Hadden (mentioned previously) paid him this tribute:

"It has been remarked that any great institution is but the lengthened shadow of a man, and so it is in this case. Even the best of laws and systems of organization fail unless administered by men of great stature. The highway record is replete with the scores of able and devoted men of great vision, integrity and indomitable determination. Many of these men, including some of the greatest, are present in this audience today. We regret that we cannot call the roll of those we all recognize as outstanding, but we must not leave this subject without paying our humble tribute to one man above all others. The American people are indeed fortunate that through-

out the past quarter of a century they have had at the head of the Federal-State highway partnership a man of the stature of Mr. Thomas H. MacDonald, Commissioner of Public Roads. His unselfish devotion, his broad vision, his kindly firmness, his manifest honesty and integrity have been a tremendous influence in every chapter of the record."

It may be trite to remark that, if Canadians are to benefit from the achievements of a highly efficient highway policy developed in the United States, they must likewise delegate the necessary authority to the right kind of directing genius.

They did it when they organized the North-West Mounted Police. They have done it in two world wars.

They can do it again.

(Ed. Note: Portions within parentheses are the editor's comments).

"The mountains are the magnet of the Yellowhead Route."—Mayor H. D. Ainlay.

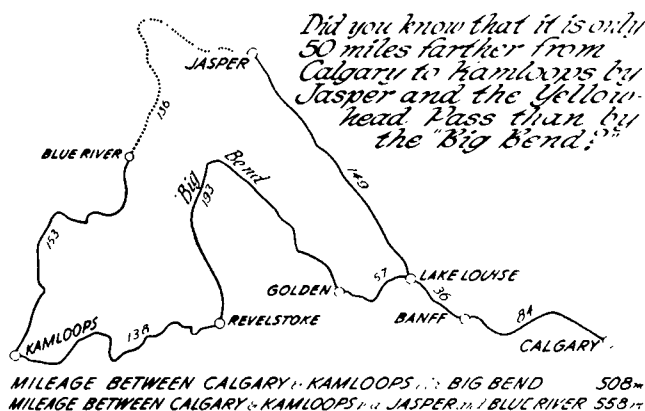
YORKTON SETS FINE EXAMPLE

A fine example of how an enthusiastic group of leaders in any district can get quick action was set in Yorkton on May 21, 1947. Representative citizens came from Theodore, Wynyard, Saltcoats, Bredenbury, Churchbridge, Langenburg and Marchwell in Saskatchewan and Binscarth, Manitoba. The Eastern Saskatchewan committee of the Association was organized.

Speeches were few and the discussion was straight to the point. The meeting heard the minutes of the meeting in Saskatoon on April 15 which brought them up-to-date on developments and outlined the general plan. While the nominating committee was arranging a slate of officers, H. W. Vaughan, president of the Yorkton and District Board of Trade, and N. Braendale of Binscarth, Man., spoke briefly.

A slate of officers with Harry McDonald of Yorkton as chairman and J. C. Matheson, as secretary, was elected. A resolution supporting the brief presented to Prime Minister Mackenzie King by the Trans-Canada Highway System Association (Yellowhead Route) was passed and the secretary was instructed to contact towns and villages along Highways 4 in Manitoba and 14 in Saskatchewan. A committee was appointed to make assessments to cover expenses and help the Association. It was

agreed that construction of the Yellowhead Route would be urged upon every member of parliament representing constituencies through which it is to pass.



VERMILION MEET SUPPORTS ASSOCIATION

More than 125 persons representing towns and villages from North Battleford to Edmonton, urged federal aid for the construction and maintenance of a modern highway through the Yellowhead Pass at a meeting in Vermilion, Alberta, on October 15, 1947.

A resolution to this effect was passed unanimously and a strong, active committee was appointed to work for its implementation. On the committee were representatives from Vegreville, Minburn, Mannville, Derwent, Clandonald, Streamstown, Kitscoty, Lloydminster, Lashburn, North Battleford, McLaughlin, Paradise Valley and the Municipal Districts of Minburn, Vermilion Valley and Vermilion.

A second resolution urging the Dominion Government to give construction of the Yellowhead Route first priority in the

Trans-Canada Highway System was also passed unanimously.

"Of what use is a trans-Canada highway that is not open before May 24?" asked Mayor H. D. Ainlay of Edmonton as he assured those present that the Association was not opposed to other routes but stressed that, from the standpoints of cost, engineering, weather and population, the Yellowhead Route is entitled to first consideration. He elaborated upon the reasons for and purposes of the Yellowhead Route.

"If we have an interest only in the proper use of Canadian finance, we should back the Yellowhead Route," Mayor Ainlay continued. "It will be the least expensive per mile to construct and maintain. There are no serious engineering difficulties. It would be almost entirely free of winter snows and is, by far, the shortest route to the coast."

E. T. Love, tracing the history of the Yellowhead Route, had high praise for the interest taken in, and the work done for, the Yellowhead Route by the late Hon. W. A. Fallow, Alberta's Minister of Public Works. He outlined efforts thus far to publicize the route and to convince the Canadian public of its immediate importance stating that additional funds would be necessary to carry the work to a successful conclusion. He gave a brief report on some of the principal expenditures.

James Christiansen, chairman of the highways committee of the Edmonton Chamber of Commerce, recalling experiences

in the efforts of his committee to keep the Alaska Highway open after the war, urged patience, determination and hard work on the part of those interested in the modernization of the Yellowhead Route.

Following a discussion the Eastern Alberta and Western Saskatchewan Committee of the Association was organized with K. G. Urquhart as Chairman and F. J. Richardson as secretary-treasurer.

Mayor J. W. G. Morrison and George Maxwell, president of the Vermilion Board of Trade, welcomed the visitors, and E. M. Stewart occupied the chair.

MINNEDOSA HEARS HIGHWAY MINISTER

Concerted action in support of the Yellowhead Route was taken by the Manitoba section of the Association as early as May, 1947, when virtually all the towns, villages and municipalities along Highway No. 4 contributed to the inter-provincial expense fund.

Confirmation of this support was established at a meeting in Minnedosa on Thursday, June 5, at which Hon. Errick Willis, Minister of Public Works for Manitoba, was the guest speaker.

R. C. Smellie of Russell, president of the National Dairy Council of Canada, as chairman, spoke to the brief of the Trans-Canada Highway System Association (Yellowhead Route) which had been distributed in April. Directing his remarks to Hon. Mr. Willis, he pointed out that this route would serve the rapidly developing northern sections of the three prairie provinces. He summarized the brief stating that the Manitoba committee supported it solidly not from any selfish standpoint but for reasons of economy and wisdom, and with a high regard for the future needs of Canada as a whole.

Hon. Mr. Willis declared that he firmly agreed with the contents of the brief and he emphasized the urgency of convincing the Dominion Government of the great need for this northern route. (This is a major function of the Association.)

The power of the Manitoba support for the Association was clearly evidenced by the attendance of representatives from Portage La Prairie, MacDonald, Westbourne, Gladstone, Neepawa, Minnedosa, Franklin, Basswood, Newdale, Strathclair, Shoal Lake, Birtle, Foxwarren, Binscarth, Russell and municipalities along the route.

Ottawa Should Finish the Job

The Federal Government ran the first survey of the Jasper-Blue River road and, using Japanese labor, cut the wide right-of-way through which the present unfinished road passes.

Millions of dollars of Dominion funds were spent and will have been wasted unless the road is completed.

Federal funds should finish the job.

Canada Needs a HIGHWAY COMMISSION

- Because 1. Canada's highway problem is Dominion-wide and very complex: It concerns everyone from Coast to Coast;
- Because 2. A Highway Commission could formulate and put into effect for Canada a highway policy which Canada sorely needs;
- Because 3. A Highway Commission could co-ordinate Canada's strategic military and commercially feasible highway requirements;
- Because 4. A Highway Commission could standardize construction specifications and consolidate the present piecemeal projects of the provincial governments;
- Because 5. A Highway Commission, by following the findings of capable engineers in the matter of route selections, could eliminate partisan strife among rival communities;
- Because 6. A Highway Commission could strive for the construction of east-west roads which are now badly neglected;
- Because 7. A Highway Commission could establish an equitable financing ratio arrangement between the federal and provincial governments;
- Because 8. A Highway Commission could plan and institute a long-range construction and maintenance program progressively through the years regardless of good times or bad;
- Because 9. A Highway Commission could overcome shades of political opinion which usually exist in neighboring districts in any democratic state, and which frequently interfere with the solution of highway problems which are common to all districts;
- Because 10. A Highway Commission, through such an enterprise, could strengthen the bonds of unity between the widely diverse geological divisions from east to west across the Dominion.

EXERT YOUR INFLUENCE FOR A MORE UNITED CANADA BY SUPPORTING THE INTELLIGENT AND REASONABLE DEMAND FOR A
CANADIAN HIGHWAY COMMISSION

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YELLOWHEAD ROUTE

Has Everything

There is timber and oil; agricultural soil, and salt and scenery enthralling; a dense population, yet room for a nation, and coal and the northland a-calling. There are fur farms and dairies, dude ranches, apiaries and factories too in good number, but the best thing of all, the cost is so small, no obstacles tall to encumber. No canyons nor detours, no tunnels through contours, no ledges to make drivers dizzy; so let pens and voices proclaim where our choice is and press Ottawa to get busy.

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